



4. BICYCLING IN BEVERLY HILLS

This chapter describes existing bicycling conditions in Beverly Hills, how the community suggested improving the bicycling environment, opportunities and challenges for expanding bicycling, and recommended bicycle infrastructure and programs. Priority bikeway projects the City intends to pursue in the next six years are detailed in the Complete Streets Action Plan.

WHERE WE ARE TODAY

EXISTING BIKEWAYS

Understanding existing bicycling conditions in Beverly Hills helped to inform where bikeway improvements are recommended and what types of programs and support amenities the City should pursue. **Table 4-1** and **Figure 4-1** identify the locations of existing bikeways in Beverly Hills. Caltrans identifies four classifications of bikeways (described in **Table 4-1**): Class I bike paths, Class II bike lanes, Class III bike routes, and Class IV separated bikeways. Beverly Hills has approximately 3.6 miles of Class II on-street striped bike lanes and 0.5 miles of Class III bike routes with shared lane markings, also called sharrows.

Currently, it can be challenging for bicyclists to travel in Beverly Hills due to few existing dedicated bicycle facilities. While confident bicyclists may feel comfortable sharing the road with moving vehicles, the existing bicycle network in the city is not a holistic network of low-stress facilities and generally does not provide access to key destinations, like schools, parks, and commercial corridors.



Table 4-1: Existing Bikeways

CLASS	DESCRIPTION	PHOTO	EXISTING FACILITIES
Class I Bike Paths	<ul style="list-style-type: none"> Off-street, completely separate from the roadway Provide exclusive right-of-way for bicyclists (and pedestrians) Cross flow by motor traffic is minimized May provide separate pedestrian lanes 		None
Class II Bike Lanes	<ul style="list-style-type: none"> On-street, striped lane for one-way bicycle travel Typically adjacent to vehicle traffic traveling in the same direction Can include buffers for separation from moving traffic and parked vehicles Can be placed in one direction in constricted rights-of-way 		<ul style="list-style-type: none"> Burton Way from Rexford Drive to eastern City limits Crescent Drive from Sunset Blvd to Park Way North Santa Monica Boulevard from western City limits to Doheny Drive
Class III Bike Routes	<ul style="list-style-type: none"> Designated preferred route for bicyclists on streets shared with motor vehicles Established by signage and optional pavement markings Can include traffic calming to create a bike boulevard 		<ul style="list-style-type: none"> Crescent Drive from Park Way to Wilshire Boulevard South Santa Monica Boulevard from Crescent Drive to Rexford Drive
Class IV Separated Bikeways	<ul style="list-style-type: none"> On-street bike lane physically separated from motor vehicle traffic through bollards, planters, or other vertical delineation Often accompanied by bicycle signals through intersections 		None



BIKE PARKING

The City manages a Bike Rack On-Request Program for business owners to request installation of bike parking adjacent to their businesses at no charge. Applications must be submitted to the City Traffic Engineer for review and approval.

Figure 4-2 shows the locations of bike racks in Beverly Hills. Bike racks are most appropriate for short-term storage of bicycles, approximately two hours or less. They can be placed in City right-of-way along sidewalks or as on-street “bicycle corrals.” While some commercial corridors have appropriately spaced bike racks, others have few or no bike racks, which can discourage bicycling to these destinations.

The City does not currently have any publicly available long-term bike parking, such as lockers or secure bike parking areas, which can be a challenge for bicycle commuters riding to their places of employment that may not have a location to store their bicycles.

Figure 4-1: Existing Bikeways

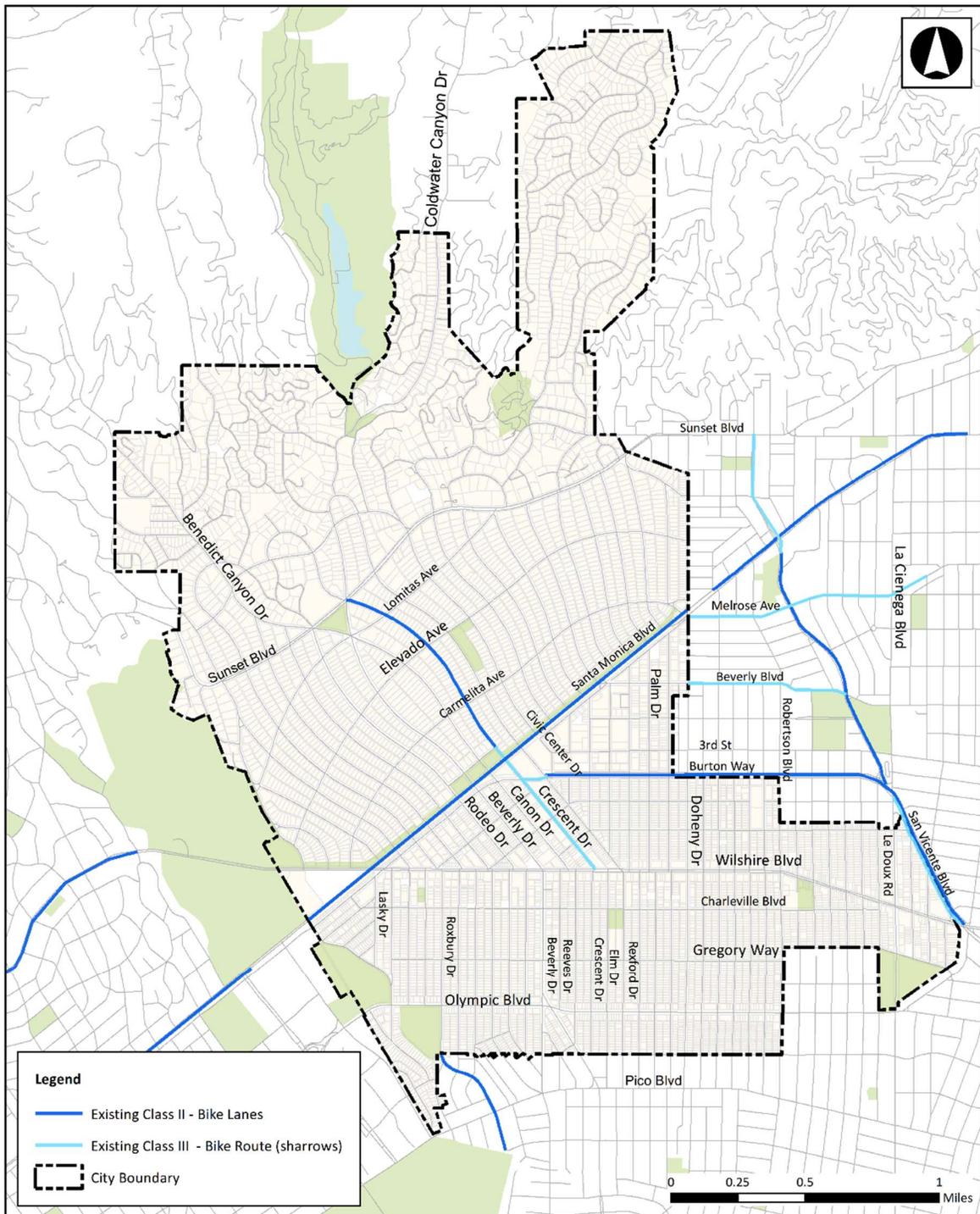
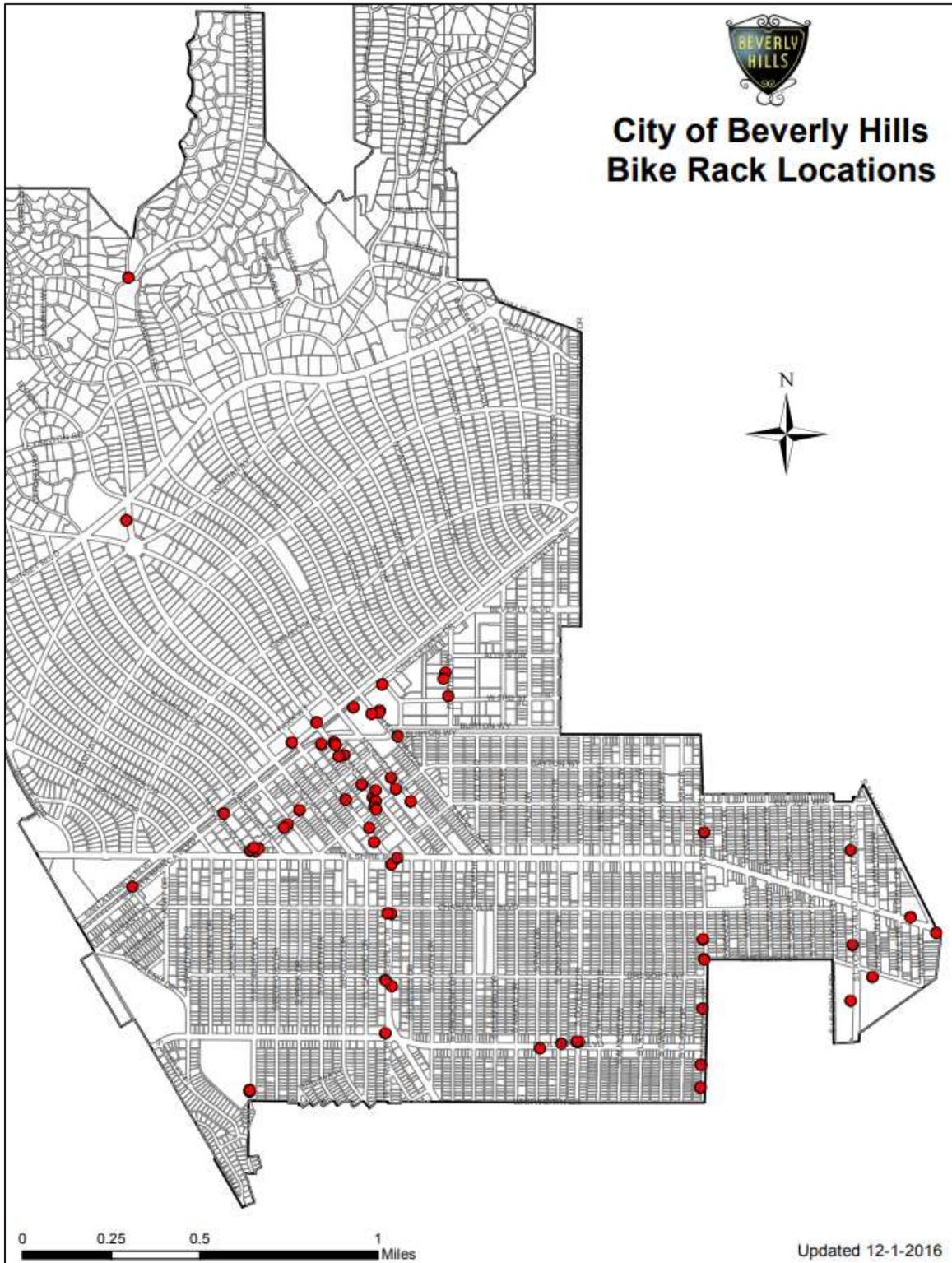


Figure 4-2: Existing Bike Parking



BIKE SHARE

Bike share is a form of public transportation where bicycles are made available 24/7 to rent for short, point-to-point trips. The City began operating Beverly Hills Bike Share in 2016, the second bike share program in Los Angeles County. The system started with 11 bike share stations and 50 bikes, and expanded in April 2018 to include access to the bike share systems in Santa Monica, West Hollywood, and UCLA, though these three jurisdictions have since pulled out of the program. Together, these systems made up Bike Share Connect, which had a coverage area of over 30 square miles, 135 stations, and 830 GPS-connected smart bikes. Members of Bike Share Connect could pick up and drop off bikes within any of the bike share systems without an additional fee.

Figure 4-3 shows the locations of bike share stations in Beverly Hills. Placement of these stations involved review by the Traffic & Parking Commission. Determining station locations in a built-out environment proved challenging as not all businesses supported stations in front of their properties.

The City uses average trips per bike per day to evaluate performance of the bike share system. From September 2016 to September 2017, the average trips per bike per day in Beverly Hills was 0.29, considered low based on industry best practices. It is possible that with implementation of bikeway infrastructure recommendations in the Complete Streets Plan, average trips per bike per day could increase. Conversely, use could decrease with Santa Monica, West Hollywood, and UCLA withdrawing from the program.



Figure 4-3: Bike Share System Area



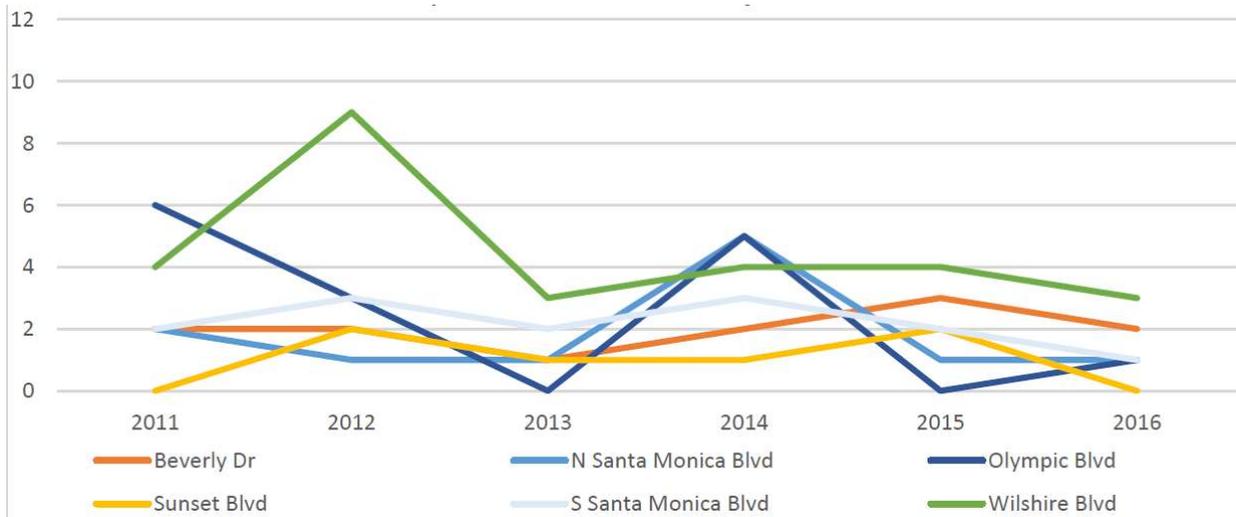
BICYCLIST-INVOLVED COLLISIONS

Understanding where bicyclist-involved collisions occur can help prioritize locations for new or enhanced bicycle infrastructure. A 2011-2016 citywide collision analysis using data from the Statewide Integrated Traffic Records System (SWITRS), the Transportation Injury Mapping System (TIMS), and the City’s police incident reports, identified initial observations about the collision landscape in Beverly Hills.

As shown in **Figure 4-4**, bicycle collision patterns along the primary corridors fluctuate from year to year, with no meaningful trend up or down over the six years. No one corridor disproportionately accounts for bicycle collisions compared to citywide totals. Bicycle collisions citywide fluctuated between 14 and 41 each year. There are no consistent trends for bicycle collisions citywide.

The City is in the process of procuring new collision management software to better track, analyze, and report on collisions in Beverly Hills. This software will help to prioritize future bikeway improvements and inform upgrades.

Figure 4-4: Bicycle Collision Trends on Major Roads (2011-2016)



Source: Fehr & Peers, 2018

BICYCLE PROGRAMS

The City of Beverly Hills has instituted a number of programs designed to promote bicycle use, described in **Table 4-2** below. With the expansion of the on-street bikeway network, these programs will help educate existing and encourage new bicyclists.

Table 4-2: Beverly Hills Bicycle Programs

PROGRAM	DESCRIPTION
Bike Smart	In 2016, the City of Beverly Hills collaborated with Hawthorne Elementary School to provide weekly bicycle safety classes to children between 3 and 8 years old. The program is not currently active.
Bike Share Helmet Pilot Program	The City of Beverly Hills offers bike share members a free helmet, based on availability/inventory. Members must sign a waiver to receive a helmet.
Bicycle and Pedestrian Awareness Program	In 2017, the Southern California Association of Governments awarded the City of Beverly Hills \$141,000 through its 2017 Active Transportation Call for Proposals for a Bicycle and Pedestrian Awareness Program that will educate residents about safety and promote walking and biking. Funding is anticipated to be received in 2020.
Bike Rack-on-Request Program	The City of Beverly Hills provides business owners the opportunity to request a bike rack to be installed adjacent to their place of business in the public right-of-way (if feasible). The bike racks are available free of charge.
Beverly Hills Police Department Bicycle Patrol	The City of Beverly Hills' Police Department has a unit that conducts enforcement by bicycle.
Bike Month	The City of Beverly Hills has proclaimed the month of May as Bike Month and celebrated national events like Bike to Work Day.
Bike to Work Day	In 2019, the City hosted a pit stop on South Santa Monica Boulevard at Canon Drive to hand out treats to bicycle commuters.
Large-scale Bike Events	The City of Beverly Hills provides support to large-scale bike events like the Amgen Tour of California Bike Race, Gran Fondo Italia Bike Event, and AIDS/LifeCycle Bike Ride that come through the city.

WHAT WE HEARD

In addition to the existing conditions analysis, community feedback helped to inform the recommendations in the Complete Streets Plan. During the public outreach process, 68 percent of survey respondents said they want safer conditions for biking. 49 percent cited safety concerns as a discouragement from biking and 61 percent cited lack of dedicated bikeways as a discouragement from biking. Overall, 77 percent of respondents described the existing conditions for biking as poor or fair. More information about the public outreach process is included in **Chapter 2** and detailed public outreach summaries can be found in **Appendix E**.

*If you build proper bike infrastructure that is **safe, convenient and enjoyable** people will start biking more often.*

– SURVEY PARTICIPANT

WHERE WE ARE GOING

OPPORTUNITIES AND CHALLENGES

The existing east-west bike lanes on North Santa Monica Boulevard and Burton Way, and north-south bike lanes/sharrows on Crescent Drive, create great backbones for the future bikeway network. However, overall there is a lack of both east-west and north-south bikeways throughout Beverly Hills. Building off these existing corridors and prioritizing the accelerated installation of several additional east-west and north-south bicycle facilities could help to develop a holistic bikeway network that bicyclists can use to traverse the city. One existing opportunity is the City's coordination with the City of Los Angeles to the west and City of West Hollywood to the east to close existing gaps in the North Santa Monica Boulevard bike lanes.



Because the City's streets are built out, providing dedicated space for bicyclists is challenging, as it means reallocating space from parking or travel lanes. In addition, the majority of the City's streets are two-lane, residential streets where options for reallocating space are substantially more limited. As such, implementing bike lanes and protected bike lanes will require a robust discussion of tradeoffs with the community during plan implementation to build consensus on the best design for each corridor.

Since the majority of streets in the city are lower volume residential streets, this presents the opportunity to create a robust bicycle boulevard network that serves the needs of bicyclists of a wide range of ages and

abilities. Bicycle boulevards can take the form of shared travel lanes between bicyclists and drivers with extensive traffic calming (Class III) or can provide dedicated bike lanes (Class II) in one or two directions when on-street space permits. With the provision of adequate crossings of arterial and collector streets, this could help provide a low-stress bicycle network throughout the city.



It is predicted that in the long-term, autonomous vehicles may reduce the need for privately owned vehicles and in turn the need for parking; if that proves true, reduced on-street parking demand will provide more opportunities to install bike lanes in the future, especially on neighborhood streets. This could mean that streets with bike routes or only one bike lane in the short-term could eventually be converted to two bike lanes or protected bike lanes.

Existing bikeways in Beverly Hills do not currently provide direct access to the future Metro Purple Line stations at Wilshire/La Cienega and Wilshire/Rodeo. Prioritizing a comprehensive network of bikeways of varying types to connect with the future subway stations, plus providing high quality long-term bike parking, will help bicyclists safely and conveniently navigate to high quality transit and provide a level of bicycle mobility in Beverly Hills comparable to driving. Metro's plans for a secure bike parking area (which they refer to as a mobility hub) at the Wilshire/Rodeo station provide a good jumping off point for connecting bicycling to transit.

RECOMMENDED BIKEWAYS

The vision of the recommended bikeways in Beverly Hills is a holistic network that prioritizes accelerated installation of key east-west and north-south bicycle facilities to provide access to schools, parks, commercial areas, and the Metro Purple Line stations, connected with existing bikeways. **Figure 4-5** identifies a recommended holistic bikeway network for Beverly Hills.

The holistic bikeway network includes Class II bike lanes, Class IV protected bike lanes, and Class III bike boulevards. **Table 4-3** describes considerations for Class II and IV bikeways, and provides initial conceptual details about tradeoffs used to recommend each bikeway class and design details for further exploration/confirmation during implementation. For example, to avoid concentrating parking impacts on one street over another, one-way protected bike lane couplets are considered for both Charleville Blvd and Gregory Way. **Figure 4-6** displays cross-sections that describe the types of potential bikeways and impacts considered for Charleville Blvd and Gregory Way, which led to this consideration.

Figure 4-5: Holistic Bikeway Network

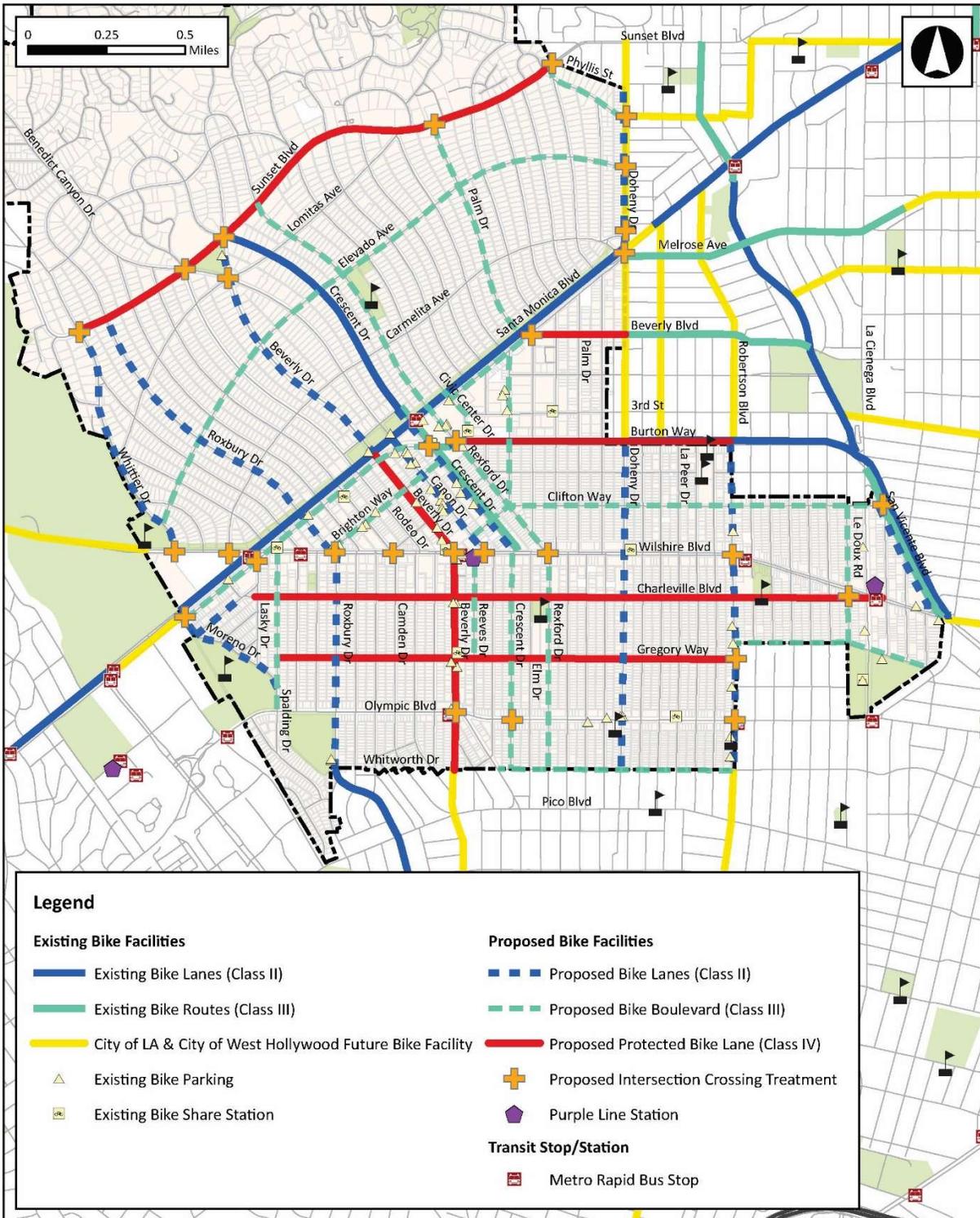


Table 4-3: Holistic Bikeway Network Considerations

BIKEWAYS	CLASS	CONSIDERATIONS
Burton Way – South Santa Monica Blvd	Class IV	<ul style="list-style-type: none"> Existing bike lanes could be made protected at bus stops through the implementation of floating bus islands (bus bulbs), likely with limited striping changes and without impact to number of travel lanes Protected bike lanes in the short-term are likely not feasible due to the City’s ongoing median reconstruction project and the need for coordination with City of Los Angeles Buffered bike lanes in the short-term may be feasible The transition between Burton Way and South Santa Monica Blvd should be enhanced Bike lanes on South Santa Monica Boulevard could be explored as part of a streetscape plan that identifies priorities for the corridor
Beverly Blvd	Class IV	<ul style="list-style-type: none"> It may be feasible to install protected bike lanes by replacing multiple travel and/or parking lanes
Beverly Drive	Class II and Class IV	<ul style="list-style-type: none"> If the location of the North Portal for the Wilshire/Rodeo subway station (EIR in progress) is identified at Beverly Drive, the City should prioritize the study of bike lanes on both North and South Beverly Drives On South Beverly Drive, it might be feasible to convert one travel lane in each direction to parking protected bike lanes On North Beverly Drive between Wilshire Boulevard and North Santa Monica Boulevard, it might be feasible to convert one travel lane into bike lanes; installing protected bike lanes may be challenging due to curb extensions at midblock crosswalks in the parking lane that narrow the roadway; converting parking to bike lanes might also be challenging due to midblock curb extensions On North Beverly Drive north of North Santa Monica Boulevard, bike lanes can likely be installed without a roadway reconfiguration
Canon Drive – Crescent Drive	Class II	<ul style="list-style-type: none"> As a mitigation for construction of the Wilshire/Rodeo subway station, Canon Drive will be closed at Wilshire Boulevard for at least two years If stakeholders recommend making the closure longer-term, the City should determine if Canon Drive (between North Santa Monica Blvd and Wilshire Blvd) would be more appropriate for bike lanes over Crescent Drive On both Canon and Crescent Drives, a 4 to 3 lane roadway reconfiguration could likely provide bike lanes and a center turn lane
Charleville Blvd – Gregory Way	Combined Class III and Class IV	<ul style="list-style-type: none"> Installing one-way protected bike lanes with sharrows in the opposing direction on both streets would minimize parking loss while providing protected bike lanes in two directions Installing two-way bike lanes or protected bike lanes on either street would likely require parking removal on the entire corridor Treatments to improve bicyclist visibility at stop-controlled intersections should be explored as there are not signals to indicate right-of-way An intersection crossing treatment at Gregory Way/Robertson Blvd, such as bicyclist-activated flashing beacons, should be explored
Doheny Drive	Class II	<ul style="list-style-type: none"> It may be feasible to stripe bike lanes in two directions by replacing on-street parking on one side of the street It may be feasible to stripe a bike lane in the uphill direction with sharrows in the downhill direction to provide a dedicated bike lane

BIKEWAYS	CLASS	CONSIDERATIONS
		<p>where the speed differential between drivers and bicyclists is greatest (potential to have more conflicts) while minimizing parking loss</p> <ul style="list-style-type: none"> • North of Santa Monica Boulevard, the City shares the street with West Hollywood, so a design must be coordinated
Durant Drive	Class II	<ul style="list-style-type: none"> • Bike lanes may be feasible without a roadway reconfiguration
Moreno Drive – Spalding Drive	Class II	<ul style="list-style-type: none"> • Moreno Drive is only wide enough for existing parking on one side of the street; it may be possible to stripe bike lanes in both directions by replacing the existing parking lane • On Spalding Drive from Wilshire Blvd to Olympic Blvd, bike lanes may be feasible on most blocks without a roadway reconfiguration • On Spalding Drive between Charleville Blvd and Gregory Way, bike lanes may be feasible by replacing the center turn lane
Robertson Blvd	Class II	<ul style="list-style-type: none"> • From Burton Way to Clifton Way, it may be feasible to install bike lanes by replacing one parking lane or one travel lane • From Clifton Way to Whitworth Drive, it may be feasible to install bike lanes by replacing multiple parking and/or travel lanes
Roxbury Drive	Class II	<ul style="list-style-type: none"> • Between Sunset Blvd and Santa Monica Blvd, striping a bike lane in the uphill direction may be feasible by replacing on-street parking on one side of the street • Between Wilshire Blvd and Olympic Blvd, striping a bike lane in the uphill direction may be feasible by replacing on-street parking on one side of the street • A contra-flow bike lane between Santa Monica Blvd and Wilshire Blvd could be explored • An intersection treatment at Wilshire Blvd should be explored to reduce conflicts with drivers and guide bicyclists across the street • Reverse angled parking at Roxbury Park should be explored if adjacent to sharrow • Striping a southbound Class IV parking protected bike lane adjacent to Roxbury Park should be explored
San Vicente Blvd	Class II	<ul style="list-style-type: none"> • There are existing northbound bike lanes in Los Angeles • From La Cienega Blvd to Clifton Way, it may be feasible to install a southbound bike lane by replacing one travel lane • From Clifton Way to Wilshire Blvd, it may be feasible to install a southbound bike lane without a roadway reconfiguration
Sunset Boulevard – Cinthia St	Class IV	<ul style="list-style-type: none"> • City received grant funding (anticipated to be available in FY2019/20) to add 0.5 miles of bike lanes • Because of high vehicle speeds and volumes, protected bike lanes should be explored • Buffered bike lanes should be explored if the grade is too steep for protected bike lanes • Feasibility of median narrowing should be studied throughout the corridor • A connection from Sunset Blvd to Cinthia St (Class III) should be explored to connect with a proposed bikeway in West Hollywood
Whittier Drive	Class II	<ul style="list-style-type: none"> • It may be feasible to stripe bike lanes in two directions by replacing on-street parking on both sides of the street • It may be feasible to stripe a bike lane in the uphill direction with sharrow in the downhill direction to provide a dedicated bike lane where the speed differential between drivers and bicyclists is greatest (potential to have more conflicts) while minimizing parking loss

All bikeway projects identified in **Figure 4-5** and **Table 4-3** would undergo the following implementation process:

- Identify bikeway design concepts to explore
- Gather data, such as traffic volumes, roadway geometrics, parking utilization, and traffic speeds
- Discuss tradeoffs in design concepts, such as level of separation between bicycle and vehicle traffic versus parking removal
- Meet with the community and Traffic and Parking Commission to present information
- Refine design concepts
- Present concept recommendations to the Traffic and Parking Commission and City Council
- Develop engineering drawings
- Install bikeways
- Monitor and evaluate projects based on baseline traffic safety analysis and performance metrics
- Adjust designs, as needed

Prior bikeway studies helped to inform the recommended bikeways presented in this chapter. The City's original Bicycle Master Plan adopted in 1977, shown in **Figure 4-7**, recommended a 22-mile bikeway system to accommodate recreational and transportation needs. Recommendations from the Bicycle Master Plan, listed below, were considered during the development of the Complete Streets Plan, though not all recommendations were carried over (indicated with asterisks).

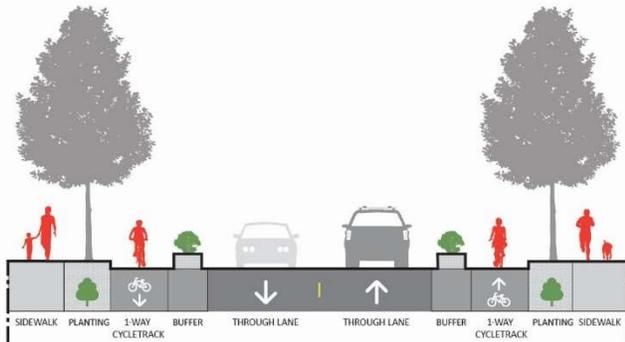
- Separated Bike Paths
 - Beverly Gardens Park*
 - Burton Way median strip*
 - Sections through Roxbury, La Cienega and Coldwater Canyon Parks, and the City Hall grounds*
- On-Street Bike Facilities
 - South of Santa Monica Boulevard
 - On-street bikeways (may require removing parking)
 - Development of two-way couplets on adjacent parallel streets (may potentially not impact parking)
 - North of Santa Monica Boulevard
 - Bike lanes adjacent to parked cars
 - Business Triangle
 - Bikeways along one side of mid-block alleys and/or on left side of one-way streets (parking and loading in alleys limited to one side so that bikeway can be accommodated on the other side of the alley)*
 - Connect to bike systems proposed or developed by neighboring jurisdictions



Bike paths through parks and through City Hall are not included in the plan recommendations due to potential conflicts with pedestrians and lack of available space to provide paths for bicyclists only. Instead, high quality bikeways are recommended on adjacent streets. The plan also does not include a recommendation for a bike path along Beverly Gardens Park because North Santa Monica Boulevard now includes high visibility bike lanes adjacent to the park.

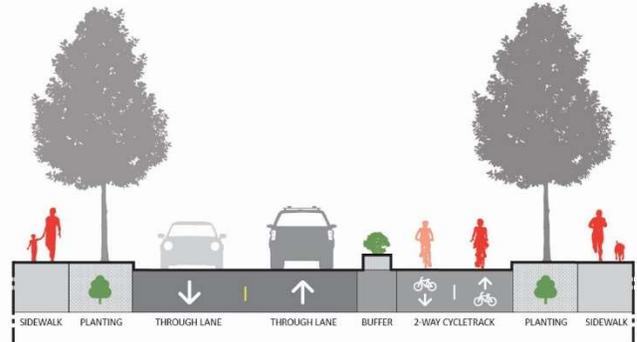
Figure 4-6: Example Bikeway Feasibility Analysis

Class IV with one-way bike lanes



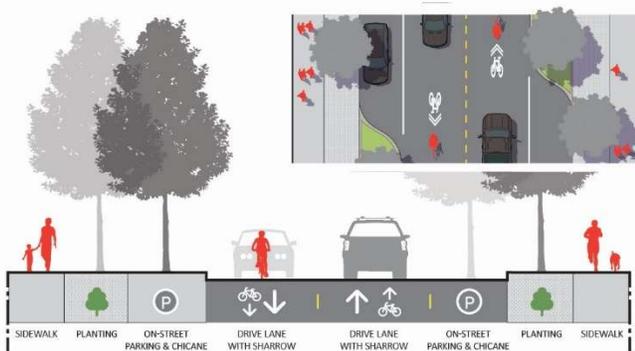
- Replaces on-street parking
- Reduces the parkway curb by 2 feet

Class IV with two-way bike lane



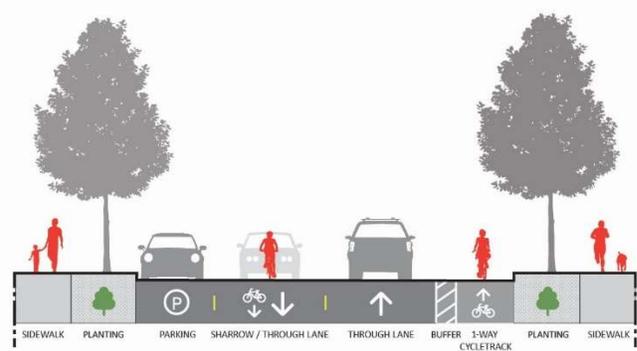
- Replaces on-street parking

Bike blvd. with traffic calming



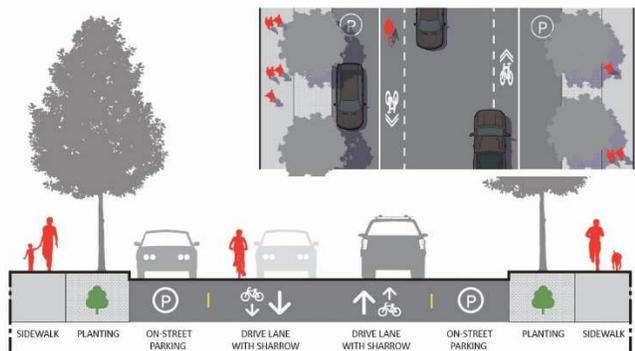
- Replaces on-street parking sporadically

Class II Bike lane and Class III sharrow



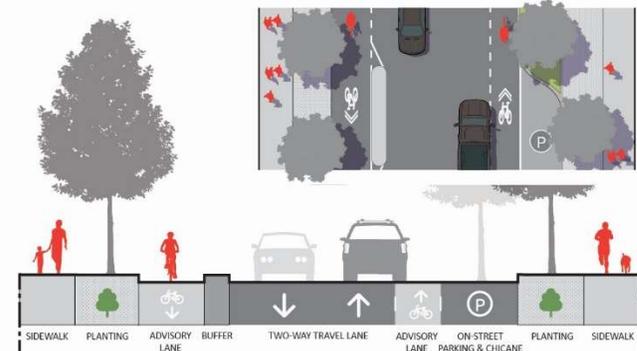
- Replaces on-street parking on one side

Bike blvd. with advisory bike lanes



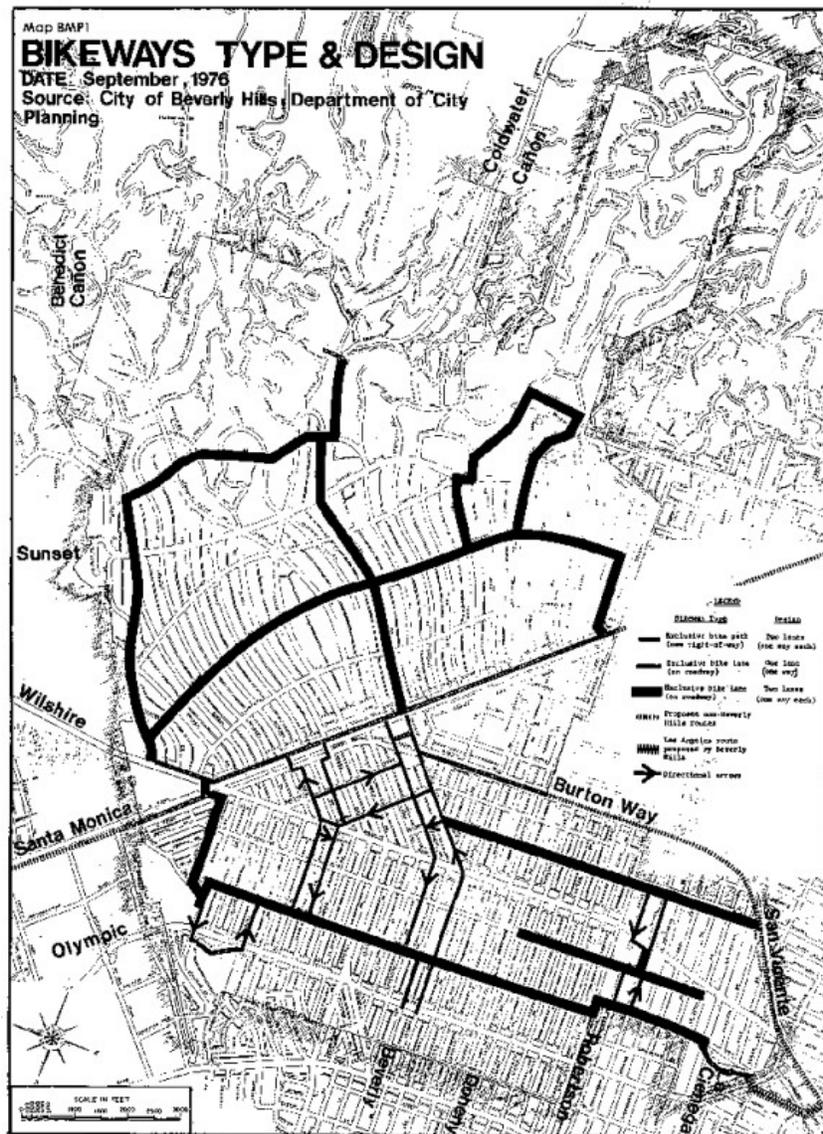
- Removes the center line

Bike blvd. with advisory bike lanes and channelizing island



- Replaces on-street parking on one side
- Removes the center line

Figure 4-7: Bicycle Master Plan



The Complete Streets Plan does not include a recommendation for a bike path in the Burton Way median due to the inconvenience it would create for bicyclists to access, as well as potential conflicts with vehicles turning. Instead, this plan recommends upgrading the existing bike lanes on Burton Way to make them more comfortable for bicyclists on the street. In addition, bikeways in alleys through the Triangle are not included due to potential conflicts with trucks, visibility issues, and reduced accessibility to key destinations. Instead, a robust network of on-street bikeways is recommended to provide bicyclists with a level of facilities comparable to what is provided to drivers.

In 2012, the City completed a Bikeway Feasibility Study (**Figure 4-8**) to evaluate the potential implementation of bikeways on Beverly Drive, Crescent Drive, Carmelita Avenue, Burton Way, Charleville Boulevard, and Reeves Drive. All recommendations from the 2012 study not yet implemented, with exception to Carmelita Avenue and the segment of Reeves Drive south of Charleville Boulevard, have been carried over to this plan.

Figure 4-8: 2012 Bicycle Study Recommendations



Source: Bicycle Feasibility Study, Fehr & Peers 2012

Through the use of pavement markings, striping, and signal changes (discussed in detail in **Appendix B**), bikeways can be made significantly more safe and convenient. For example, when implementing bikeways, the City can get creative about the type of bikeway or design that is installed in an effort to provide dedicated space for bicyclists in constrained rights-of-way:

- Buffered bike lanes can be applied where protected bike lanes will not fit
- A one-directional bike lane (typically uphill due to potential conflicts with increased speed differential) can be combined with sharrows in the opposite (downhill) direction
- Advisory bike lanes can be implemented where there isn't adequate roadway width for two travel lanes and two bike lanes; vehicles share a single two directional travel lane and can enter the bike lane if a bicyclist is not present to navigate around oncoming traffic
- Contra-flow bike lanes on one-way streets can provide two-way bicyclist travel
- Combined bike and right turn lanes can be installed where there is not space to provide a bicycle through pocket at the intersection so the bike lane does not drop at the intersection where potential conflict is greatest



- Roadway reconfigurations can repurpose vehicle travel lanes to create space for bicycle facilities
- Reverse angled parking adjacent to bike lanes or bike boulevards can improve visibility of bicyclists
- Wayfinding signage and pavement markings along bike boulevards can help bicyclists navigate along residential streets that may zig-zag to create a network

Conflict zone and intersection treatments along designated bikeways, where appropriate, can make bicyclists more visible where vehicles cross the bicyclist path of travel:

- Green paint can make bikeways more visible to drivers
- Bike boxes can facilitate left turns to avoid merging with vehicle traffic to access turn lanes, and/or help transition from one type of bikeway to another
- Two-stage left turn queuing boxes can facilitate left turns to avoid merging with vehicle traffic to access turn lanes
- Intersection crossing markings can guide bicyclists through the intersection to reduce conflicts
- Protected intersections separate bicycle movements from vehicle movements to reduce conflicts at intersections



Bicycle signal modifications can facilitate safer and more convenient bicyclist crossings at intersections:

- Bicycle signals can be installed at intersections along shared use paths and separated bikeways to separate bicycle movements from vehicle movements
- Additional time in the “yellow” phase can be added for bicyclists to clear the intersection
- Bicyclist-activated flashing beacons can assist with crossings at non-signalized intersections
- Detection at intersections, such as through video technology, can trigger the signal for bicyclists



RECOMMENDED BIKE PARKING AND BICYCLIST SUPPORT

In addition to new bikeways, the City should proactively expand short-term bike parking (outside of the Bike Rack On-Request Program) along sidewalks or as on-street bicycle corrals on commercial corridors that currently lack parking facilities, at mid-block locations near frequented destinations, and at corners where one-way streets suggest an opportunity.

In business districts, expanded bike parking could be provided to help form a Bicycle Friendly Business District, which encourages and promotes bicycling for short trips by providing enhanced services, infrastructure, and

amenities/incentives for people on bikes, such as discounts. If a bike shop should begin operation in Beverly Hills, this could provide an opportunity as an anchor for a Bicycle Friendly Business District. The City should explore funding options for implementing Bicycle Friendly Business Districts, such as through the BOLD events.



The City should also expand publicly available long-term bike parking by providing support for Metro’s existing plans for a mobility hub at the Wilshire/Rodeo station and studying options for a mobility hub at the Wilshire/La Cienega station that provides long-term bicycle parking and bicyclist amenities, discussed more in **Chapter 6**.

“Bike valet,” which functions in the same way as car valet by providing secure, attended parking, can make it easier to commute to community events by bicycle, demonstrate that bicycling is a legitimate form of transportation, and reduce the demand for vehicle parking. The City should explore providing

bike valet at large public events like BOLD or the Art Show. This could also include the provision of bike corral-style racks at events.

Parking for dockless bicycles or other shared micromobility options (discussed in **Chapter 6**) that are introduced into Beverly Hills in the future should provide curb spaces delineated with paint/stencils to minimize sidewalk clutter that may include few or no racks to maximize capacity. Any future changes to the bike share program should be considered as part of the ongoing exploration of other shared mobility programs.

Programs that encourage bicycling can help attract new riders or make existing riders feel safer. For example, installing and promoting bikeways to schools and/or parks as part of a Safe Routes to School/Parks program can increase access to these destinations, as well as inspire children and adults to bike to them. A Safe Routes to School program can encourage biking to school through City program guidelines and school district policies. For example, the City could support the Beverly Hills Unified School District in encouraging students who live near school to commute by walking, include the program on agenda items for meetings with the district, share best practice bike parking guidelines, and partner to promote events and student educational seminars.

To further the reach of its bicycle encouragement programs, the City could explore partnerships with other organizations. For example, a partnership with the Los Angeles County Bicycle Coalition (LACBC) could help promote the City’s Bike Month events in May.



Additionally, the City could explore partnerships with LACBC, the Beverly Hills Chamber of Commerce, and the Conference and Visitors Bureau to promote “open streets” events or “pedestrian only” days, which are programs that temporarily open streets to people walking and rolling by closing them to vehicles. These can give newer bicyclists a low-stress environment to give riding a try. At these events, streets become places where people of all ages, abilities, and backgrounds can play, explore, connect with one another, and improve their health. They often include a “festival” feel, with booths, games, and food. As part of event promotion (as well as other events like BOLD), the City could also work with the above partners to promote the establishment of bike friendly business districts.