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Low-Stress Bikeway Analysis: Looking at the City of Beverly Hills' Bicycle Network Post-Covid

Author
Lin, Kaitlyn

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CAPSTONE PROJECT REPORT

City of Beverly Hills

LOW-STRESS BIKEWAY ANALYSIS

PROJECT LEAD: KAITLYN LIN
FACULTY ADVISOR: DR. VINIT MUKHIJA
CLIENT: CITY OF BEVERLY HILLS

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16. Abstract
Adopted in April 2021, the City of Beverly Hills Complete Streets Plan includes a holistic bicycle network that has since been in the works for implementation. The vision prioritizes an accelerated installation of crucial east-west and north-south low-stress bicycle facilities to provide access to schools, parks, commercial areas, and the Metro Purple Line stations, connected with existing bikeways within and outside the City of Beverly Hills. However, the recommended holistic network was developed pre-Covid. The City would like to establish whether the existing bicycle network and proposals presented in the Complete Streets Plan would still produce a low-stress network, or if the network should be revised with different streets or bicycle facility types. For this analysis, I developed a research design that prioritized utilizing traffic data in tandem with best practices identified with the guidelines examined in my literature review. I began my research through a collection of motor vehicle speed and traffic volume data, or annual average traffic count (AADT), for streets identified in the City's Complete Streets Plan that was adopted and/or recommended for bikeway facilities as part of the City's vision for a holistic network. This was done to ensure that the City could still reach its goal of a wholly connected, low-stress network through streets that could attain that vision. Through StreetLight Data, I ran analyses for each street considered as part of the City's Complete Streets Plan. This was done as part of my bicycle network analysis to determine the level of stress, and therefore appropriate bicycle facility types for each street. The data collected's timeframe reflects pre and post-Covid numbers to provide a comparison of vehicular traffic trends. These years were chosen to show the impact of Covid on current traffic patterns, if any. In doing so, I looked to see if there were any notable changes in vehicular volume and speed on these streets from 2019 to 2022. I gathered mid-day speed at the 85th percentile when collecting motor vehicle speed data. This was done to see if there were any apparent increases or decreases in volume or speed through a typical weekend for each street analyzed. For streets that had a notable increase in volume (>2000 difference) and speed (>5mph difference), I noted should be improved with bicycle infrastructure up- grades if not already planned in the Complete Streets Plan. For streets with a minimal difference or decrease in volume and speed, I noted the probability of the previous bikeway facility considerations remaining to accept- able - but regardless should still be examined for improvements to infrastructure. Through this analysis, I was able to determine significant changes, if any, in traffic data pre- and post-Covid in the City of Beverly Hills. Recommendations for upgrades to bicycle infrastructure are based on these noted changes. Top priority corridors are also recommended based on current traffic data, with considerations from the Complete Streets Plan observed. Further considerations are presented to improve the City's holistic bikeway network through policy and design recommendations. These recommendations are focused on improving the City's bicycle network in terms of accessibility, connectivity, and most importantly, safety.

17. Key Words complete streets, bicycle planning, Los Angeles, pedestrian planning	**18. Distribution Statement** No restrictions.

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UNIVERSITY OF CALIFORNIA
Los Angeles

Low-Stress Bikeway Analysis for Accessibility & Connectivity in the City of Beverly Hills

A comprehensive project submitted in partial satisfication of the requirements for the dress Master of Urban & reginal Planning

By Kaitlyn Lin

Client: City of Beverly Hills
Faculty Chair of Committee: Dr. Vinit Mukhija

DISCLOSURE

This report was prepared in partial fulfillment of the requirements for the Master in Urban and Regional Planning degree in the Department of Urban Planning at the University of California, Los Angeles. It was prepared at the direction of the Department and of the San Francisco Municipal Transportation Agency as a planning client. The views expressed herein are those of the authors and not necessarily those of the Department, the UCLA Luskin School of Public Affairs, UCLA as a whole, or the client.

EXECUTIVE SUMMARY

Between the City of Santa Monica and Downtown Los Angeles, the City of Beverly Hills is situated in west-central Los Angeles County in the heart of a highly populated travel corridor. The city has a total area of about 5.7 square miles and has around 32,900 people living there as of the 2021 American Community Survey. However, because Beverly Hills is a significant regional job hub and tourist destination, the city's population rises to between 150,000 and 200,000 throughout the day.

Despite being a relatively small city within the County of Los Angeles, the City of Beverly Hills sits along a densely developed Wilshire Corridor, a major regional connector to Westside attractors such as UCLA and LAX, as well Eastside attractors such as Koreatown and Downtown Los Angeles. Santa Monica Boulevard, a major thoroughfare through the center of the City, connects to the San Fernando Valley to the north as well. The City generates substantial internal volumes of car, public transit, and pedestrian traffic along arterial and local streets, resulting in one of the highest densities of population and employment in Los Angeles County.

Although the City had adopted a thorough Complete Street Plan in April 2021 that recommends and addresses the need for a holistic, low-stress bike network, the recommended holistic network was developed pre-COVID and since then traffic patterns have changed. This research aims to establish whether the existing bicycle network and proposals shown in the Complete Streets Plan would still produce a low-stress network. Or, if the network should be revised with different street or facility types. This is primarily done in Streetlight, an on-demand traffic analytics software to analyze pre- and post-Covid traffic data in the City.

This project culminates in a case that addresses the City's inquiries of its adopted holistic bicycle network through data-driven analysis. Suggested alterations to the previously recommended network are provided as considerations to create a holistic, low-stress bicycle network. The goal of this project is to lay the groundwork for a post-Covid low-stress bicycle network that is comfortable, equitable, and accessible to all cyclists through data analysis and the best industry practices in bicycle infrastructure design and policy.

ACKNOWLEDGEMENTS

I would like to thank my client advisor, Jessie Holzer Carpenter, for their ongoing support and time throughout this project, as well as for the opportunity to partake in active transportation research for the City of Beverly Hills. I would also like to thank my faculty advisor, Dr. Vinit Mukhija, for his support in the completion of this project as well as my time at UCLA Luskin. I would also like to thank the UCLA Institute of Transportation Studies for their generous support of this project.

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INTRODUCTION

Adopted in April 2021, the City of Beverly Hills Complete Streets Plan includes a holistic bicycle network that has since been in the works for implementation. The vision prioritizes an accelerated installation of crucial east-west and north-south low-stress bicycle facilities to provide access to schools, parks, commercial areas, and the Metro Purple Line stations, connected with existing bikeways within and outside the City of Beverly Hills.

However, the recommended holistic network was developed pre-Covid. The City would like to establish whether the existing bicycle network and proposals presented in the Complete Streets Plan would still produce a low-stress network, or if the network should be revised with different streets or bicycle facility types.

The research conducted for this project will help to determine the viability of the existing bicycle network and the specified need for bicycle infrastructure throughout the City of Beverly Hills through a thorough literature review and data analysis.

This project was created in response to potential changes in traffic and land use post-Covid. I was brought onto the Transportation Division within the Public Works Department in October 2022 as a graduate student intern to address how my client, the City of Beverly Hills, should approach these changes.

This report begins with an overview of the goals of this analysis and its alginment with the goals of the City in producing a low-stress network as part of its Complete Streets Plan. Existing conditions of the City, including demographics, land use pattern, employment density, and its existing bicycle network are presented to provide the social and built context of this analysis. My methodology in approaching the goals of this research is presented along with the data collected to inform my findings and analysis, which are followed thereafter. My recommendations, informed by my findings, offer design recommendations to changes in existing or adopted bicycle network considerations, top priority corridors, and expansions on exsiting policy recommendations. My report concludes with next steps following the conclusion of this analysis.

Goals

This project will help steward a safe, connected, and environmentally sustainable future for the City of Beverly Hills. When the City's low-stress bikeway network is completed, it will allow its residents and many visitors greater accessibility within the City itself and neighboring communities.

Community connectivity

Building an all-encompassing low-stress bikeway network in the City of Beverly Hills will promote connectivity throughout the community. This also includes providing greater access to transit. With a holistic bikeway network, residents, commuters, and visitors will have more connection to their place of destination. This will be even more so notable with the adopted bikeway network's connections to future subways tations.

Environmental stewardship

Aligning with the California legislation's Greenhouse gas (GMG) emission reduction targets, the City hopes to achieve its climate goals and increase resilience to climate change hazards through a reduction in GHG and vehicle miles traveled (VMT), which is now the forefront method of evaluating transportation impacts in California through Senate Bill 743. An improved network may encourage and increase the pro portion of people who choose to bike over driving to get places. In cr ating a low-stress network, the City will potentially improve air quality, pu lic health, and quality of life.

Bicyclist and pedestrian safety

The low-stress network also aims to reduce traffic incidents related to biking. Based on the most recent national data, motor vehicle crashes are the second leading cause of death from unintentional injuries in the United States; with the statistics continually rising. The City aims to mitigate incidents through a safer network for bicyclists.

EXISTING CONDITIONS

Land use patterns

- Size of community: 5.7sq mi
- Total current roadway network in centerline miles: 106.32
- Percentage of roadway network that is high-speed: 0
- Percentage of roadway network that is low-speed: 2.86
- Current bicycle network
- Total current mileage of bicycle network: 3.5 miles
- Total current mileage of other markings and features: 14.1 miles
- Ratio of total current bicycle network to roadway network: 3%
- Percentage of roads with any on-street bike facilities: 3%
- Percentage of roads with low-stress on-street bike facilities: 2%
- Percentage of total bicycle network that is low-stress: 49%

Community demographics

- Total population: 32,903
- Population density: 5,729/sq mi
- Age distribution:
- Under 5 years: 3.60
- Under 18 years: 19.90
- 18 years and over: 80.10
- 65 years and over: 22.80
- Percent of Households with no vehicles available: 8.50

Employment Density

Many people that come into the City without a personal vehicle arrive via bus to work in service jobs. With a holistic bikeway network, these employees will have more connections to their place of employment. This will be even more so notable with the adopted bikeway network's connections to future subway stations.

As of December 2022, the City of Beverly Hills has an estimated labor force of 17,400 with 16,800 of those individuals employed. Based on the City's 5.7 square miles in size, there are about 3,000 employees per mile.

Transportation Patterns: Journey to work mode share (%)

Mode	Nationwide	Statewide	Los Angeles County	City of Beverly Hills
Walk	2.6	2.1	2.1	6.3
Bicycle	0.4	0.6	0.5	0.1
Public transit	2.5	2.1	3.5	2.3
Drove alone	67.8	63.7	62.5	63.4
Carpool	7.8	8.4	8.5	4.6
Worked from home	17.9	21.4	20.9	21.3
Total population count estimate	154,314,179	17,811,184	4,535,263	32,903

Figure 1. Journey to work mode share - ACS 2021 10 year estimates (B08006)

Looking at journey to work mode share (Figure 1), the overwhelming majority of residents in the City drove alone as apposed to taking active or public transit. Even moreso, the number of people in the City who bicycled to work came down to 0.1% in 2021. This gap in mode share could be addressed by creating a more holistic bicycle network that feels safe and accessible for all people.

City of Beverly Hills' Holistic Bikeway Network Considerations

Bikeways	Class	Considerations
Burton Way** - South Santa Monica Blvd	Class IV	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 the 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	It may be feasible to install protected bike lanes by replacing multiple travel and/or parking lanes
Beverly Drive	Class II and Class IV	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

City of Beverly Hills' Holistic Bikeway Network Considerations cont.

Canon Dr - Crescent Dr	Class II	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	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 Dr	Class II	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 where the speed differential between drivers and bicyclists is greatest (potential to have more conflicts) while minimizing parking loss North of Santa Monica Boulevard, the City shares the street with West Hollywood, so a design must be coordinated

City of Beverly Hills' Holistic Bikeway Network Considerations cont.

Durant Dr	Class II	Bike lanes may be feasible without a roadway reconfiguration
Moreno Dr - Spalding Dr	Class II	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	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 Dr	Class II	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 sharrows Striping a southbound Class IV parking protected bike lane adjacent to Roxbury Park should be explored
San Vicente Blvd	Class II	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

City of Beverly Hills' Holistic Bikeway Network Considerations cont.

Sunset Blvd - Cinthia St	Class IV	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 Dr	Class II	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 sharrows 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

Figure 2. City of Beverly Hills Holistic Bikeway Network Considerations from the City's Complete Streets Plan

Figure 2 is the City's initial holistic bikeway network considerations, which are recommended bikeways within the City of Beverly Hills. Although these considerations were adopted as part of the City's Complete Streets Plan in April of 2021, these bikeway recommendations were informed by prior bikeway studies and traffic data collected prior to the Covid-19 pandemic. However, certain bicycle network considerations have since been implented, as shown in Figure 3.

Existing Bicycle Network Map

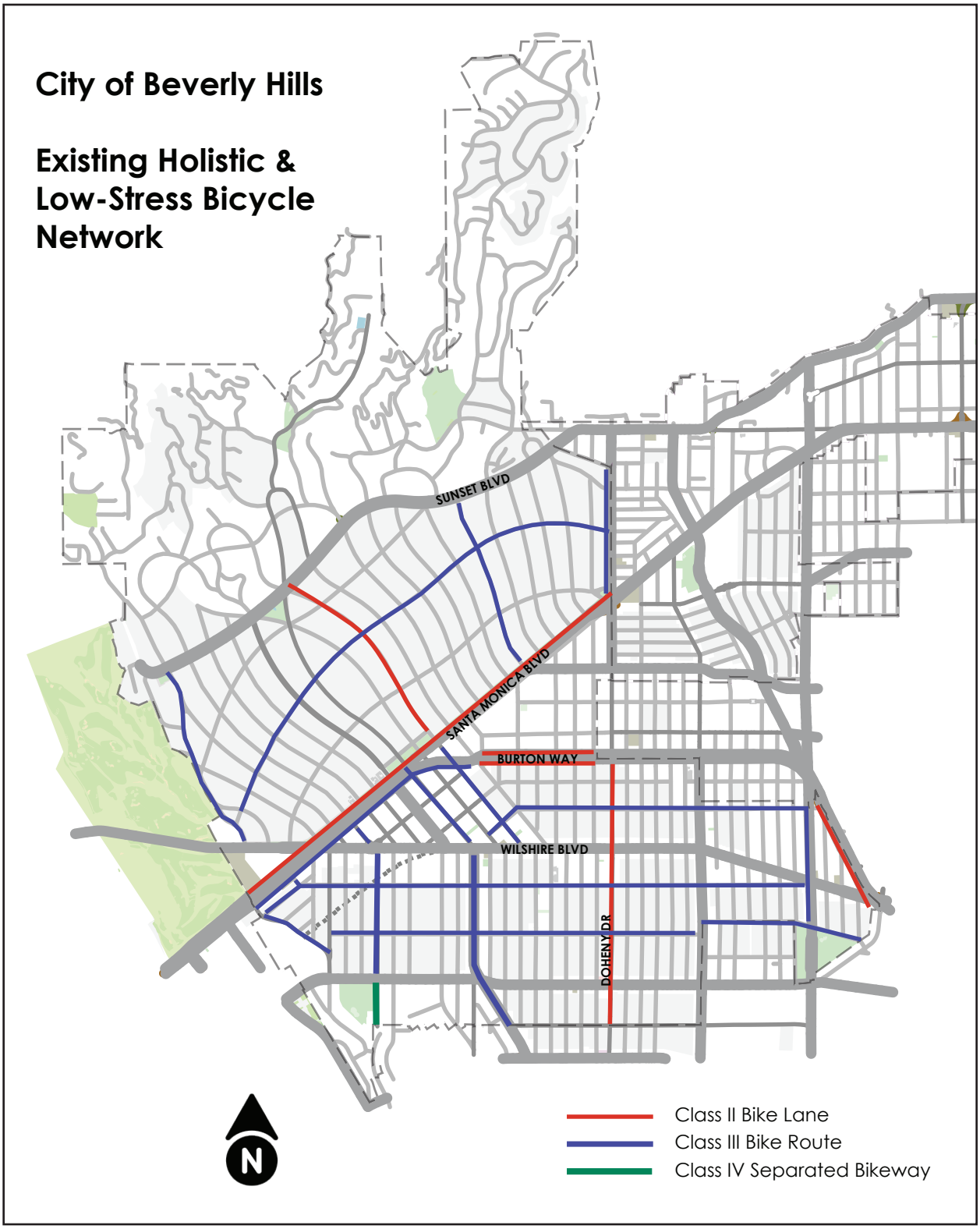


Figure 3. City of Beverly Hills Existing Bicycle Network

METHODOLOGY

Research Design

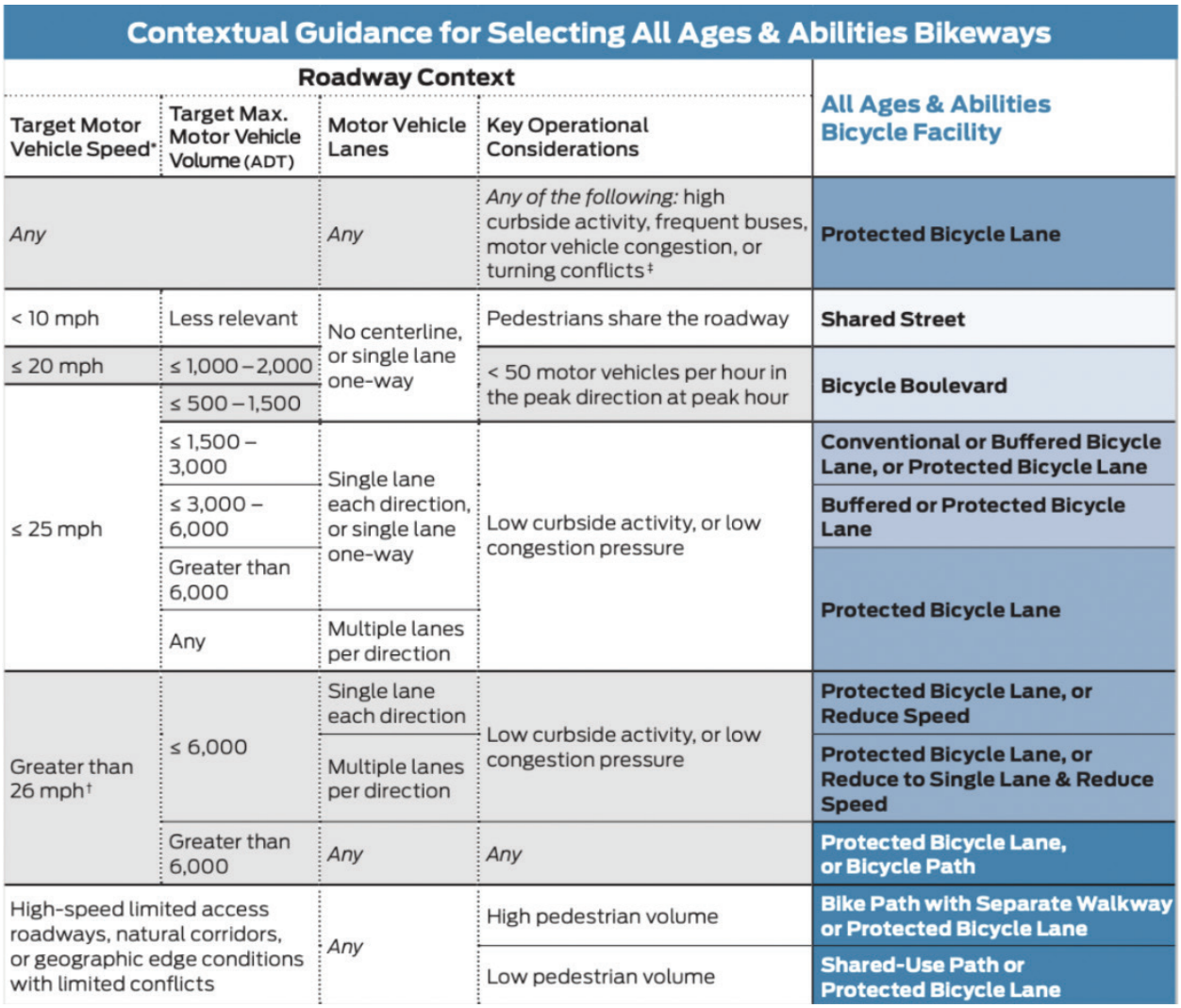
For this analysis, I developed a research design that prioritized utilizing traffic data in tandem with best practices identified with the guidelines examined in my literature review. I began my research through a collection of motor vehicle speed and traffic volume data, or annual average traffic count (AADT), for streets identified in the City's Complete Streets Plan that was adopted and/or recommended for bikeway facilities as part of the City's vision for a holistic network. This was done to ensure that the City would still be able to reach its goal of a wholly connected, low-stress network through streets that could attain that vision.

The timeframe of the data collected reflects both pre and post-Covid numbers to provide a comparison of vehicular traffic trends. These years were chosen to show the impact of Covid on current traffic patterns, if any. In doing so, I looked to see if there were any notable changes in vehicular volume and speed on these streets from 2019 to 2022. When collecting motor vehicle speed data, I gathered mid-day speed at the 85th percentile.[1] This was done to see if there were any apparent increases or decreases in volume or speed through a typical weekend for each street analyzed.

For streets that had a notable increase in volume (>2000 difference) and speed (>5mph difference), I noted should be improved with bicycle infrastructure upgrades if not already planned in the Complete Streets Plan.

For streets with a minimal difference or decrease in volume and speed, I noted the probability of the previous bikeway facility considerations remaining acceptable - but regardless should still be examined for improvements to infrastructure.

1 85th percentile speed - "the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point"



Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

Figure 4. Contextual Guidance for Selecting All Ages & Abilities Bikeways (NACTO)

After gathering data and noting the comparisons in volume and speed, I utilized the collected data in conjunction with the best practices identified in the design guidelines. Most notably, I used NACTO's Contextual Guidance for Selecting all Ages and Abilities Bikeways (Figure 4) as a gold standard in identifying what classification of bikeways was to be implemented on each roadway. This guidance has been developed and used by practictioners from cities across North America, and sets an all ages and abilities[1] criteria for selecting and implementing such bike facilities.

1 All ages and abilities bike facilties are safe, comfortable, and equitable for the majority of people.

Data

Streetlight

StreetLight Data is a cloud-based software that has become the industry standard in accessing reliable data for transportation planning and engineering. It's a self-serve platform that allows its users to ask mobility questions and receive answers within minutes.

How the service works, from Streetlight:
Every month, our proprietary data processing engine, Route Science®, algorithmically transforms billions of inputs into contextualized, aggregated, and normalized travel patterns… StreetLight bridges your data and analysis gaps, giving you deep insights into all roads and all modes, presented as Metrics you already know.

StreetLight provides mobility metrics for any road within a few clicks, including average annual daily traffic counts (AADT), average travel distances, top origins and destinations, and more. Users can analyze traffic between the particular geographic zones of choice by selecting locations or drawing their own "zones", then analyzing travel patterns between them. Through this self-serve process, the metrics that are gathered help users to understand transport corridors without data collection or surveys.

This on-demand software has been utilized by agencies, consulting firms, and businesses across the country to diagnose and solve complex transportation problems and tackle new mobility planning goals. StreetLight carries historic data for before-and-after comparisons, which was the primary tool utilized for this low-stress bikeway analysis.

I ran analyses for each street considered as part of the City's Complete Streets Plan. This was done as part of my bicycle network analysis to determine the level of stress, and therefore appropriate bicycle facility types for each street.

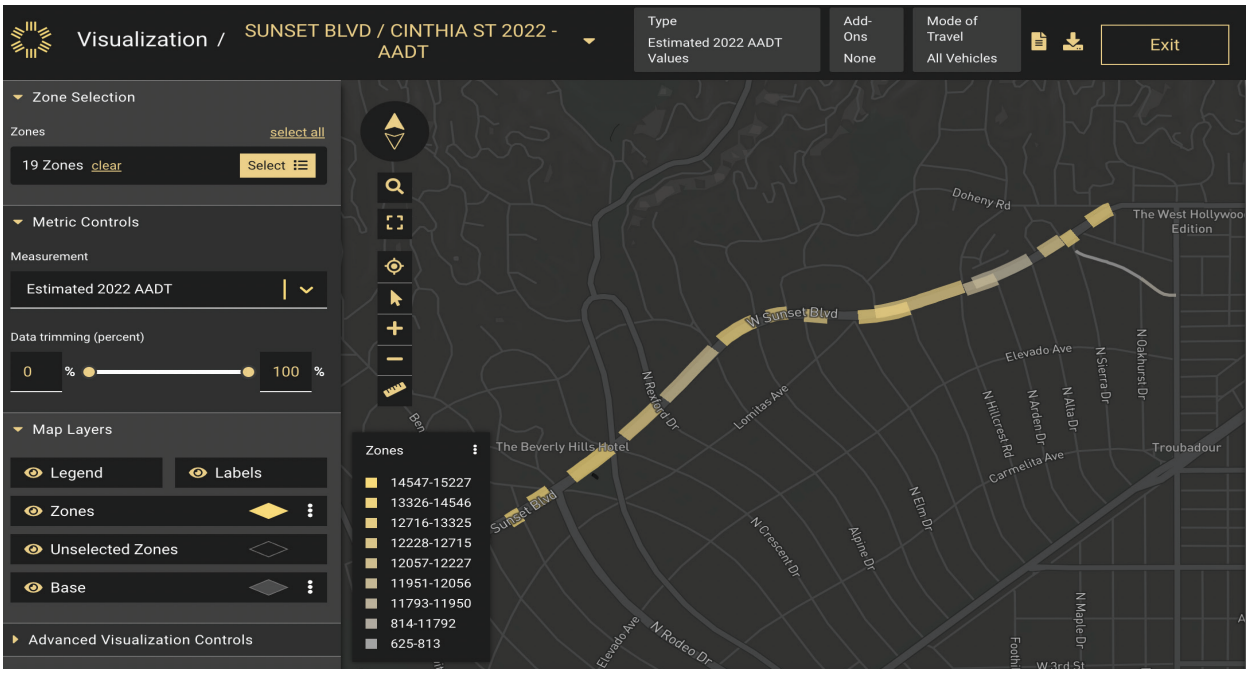


Figure 5. Example of an analysis of estimated AADT values for a selected zone on StreetLight

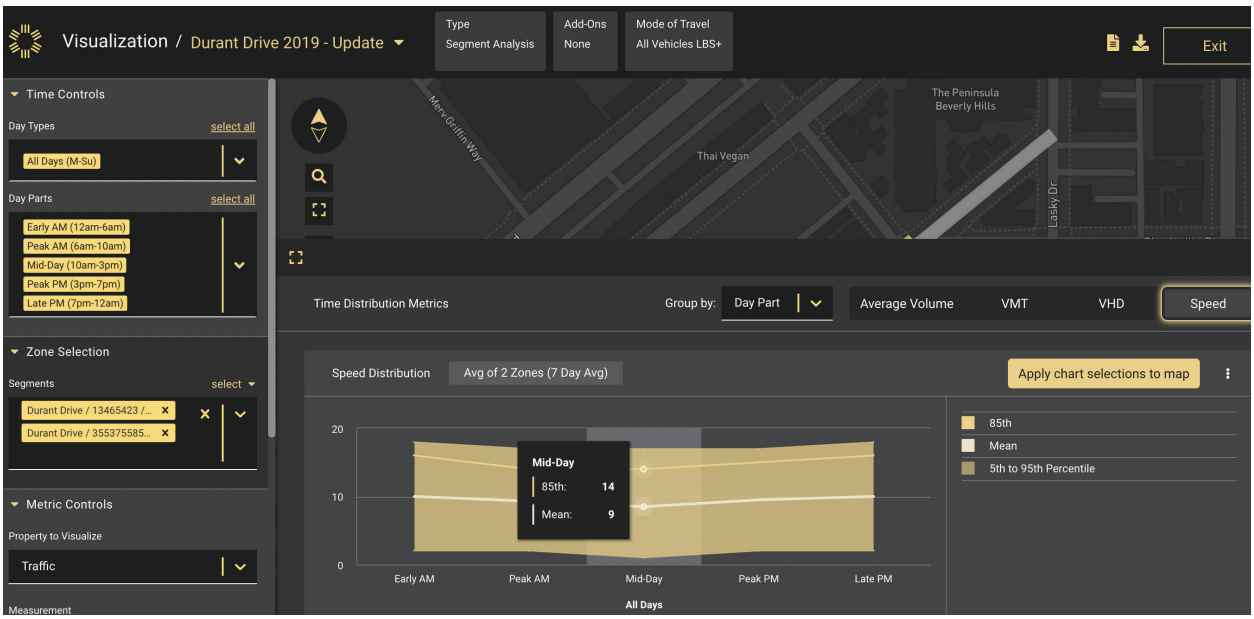


Figure 6. Example of collected speed data through segment analysis on StreetLight

Four analyses was run for each street: A segment analysis and an estimated AADT values analysis for both 2019 and 2022. I gathered AADT data (Figure 5) and mid-day speed at the 85th percentile (Figure 6) for each street to inform my findings in this report.

FINDINGS

Pre- and post-Covid Traffic Data Comparisons

	Roadway Context				
	Motor Vehicle Volume AADT		Motor Vehicle Speed 85th Percentile, Mid-Day		# of Motor Vehicle Lanes
	2019	2022	2019	2022	
Burton Way[1]	14,393	13,339	26	22	Multiple lanes per direction
S SM Blvd	26,165	24,899	25	21	Multiple lanes per direction
Beverly Blvd	24,106	29,516	24	23	Multiple lanes per direction
Beverly Drive	21,070	18,798	13	15	Multiple lanes per direction
Canon Dr [2]	10,808	11,775	14	15	Multiple lanes per direction
Crescent Dr	10,271	10,322	20	18	Multiple lanes per direction
Charleville Blvd	6,677	5,601	16	17	No centerline
Gregory Way	5,618	4,543	17	18	No centerline
Doheny Dr	16,947	18,778	22	21	Multiple lanes per direction
Durant Dr	2,240	2,253	14	15	No centerline
Moreno Dr	6,375	5,242	20	19	Single lane each direction
Spalding Dr	8,615	7,679	22	23	Single lane each direction
Robertson Blvd	32,072	37,218	21	23	Multiple lanes per direction
Roxbury Dr	4,211	4,345	12	12	Multiple lanes per direction
San Vicente Blvd	21,311	20,102	22	28	Multiple lanes per direction
Sunset Blvd	35,662	34,208	35	32	Multiple lanes per direction
Cinthia St	1,142	814	24	23	No centerline
Whittier Dr	13,487	10,716	28	26	Single lane each direction

Figure 7. Collected Volume (AADT) & Speed (85th Percentile) Counts, 2019 & 2022 with Roadway Context

Disclaimer: *The collected data is estimated and calibration may be needed to more closely reflect actual numbers.*

1 Traffic volume counts for Burton Way are not indicative of entirety of roadway due to center median.
2 Canon Drive is not analyzed further in this report due to its inclusion and updated considerations in the City's Clifton-Le Doux corridor mobility study.

Notable Findings

Two streets saw a notable increase in *motor vehicle volume* from 2019 to 2022.
Beverly Boulevard rose from 24,106 AADT to 29,516 AADT.
Robertson Boulevard rose from 32,072 AADT to 37,218 AADT.

The remaining streets on the Complete Streets Plan saw a minimal difference in volume, showing either a decrease or a slight increase (<2000).

One street that saw a notable increase in *motor vehicle speed* at the 85th percentile was **San Vicente Boulevard**, jumping from a speed of 22mph to 28mph in 2022.

Based on these findings, Robertson Boulevard and San Vicente Boulevard should either be enforced with greater low-stress bikeway facilities, or have its considered bike facilities rerouted to adjacent corridors with lower volume and speed altogether.

Because Beverly Boulevard is already considered for a Class IV bikeway facility in the Complete Streets Plan, its existing considerations remain valid post-Covid.

Analysis

	Recommended NACTO All Ages & Abilities Bicycle Facility Based on Roadway Context	Does the recommended facility align with the Complete Streets Plan?
Burton Way	Protected Bicycle Lane	Yes
S SM Blvd	Protected Bicycle Lane	Yes
Beverly Blvd	Protected Bicycle Lane	Yes
Beverly Drive	Protected Bicycle Lane	No - Class II and IV
Canon Dr	Protected Bicycle Lane	No - Class II
Crescent Dr	Protected Bicycle Lane	
Charleville Blvd	Protected Bicycle Lane	Yes
Gregory Way	Protected Bicycle Lane	
Doheny Dr	Protected Bicycle Lane	No - Class II
Durant Dr	Bicycle Boulevard	Yes
Moreno Dr	Buffered or Protected Bicycle Lane	No - Class II
Spalding Dr	Protected Bicycle Lane	
Robertson Blvd	Protected Bicycle Lane	No - Class II
Roxbury Dr	Protected Bicycle Lane	No - Class II
San Vicente Blvd	Protected Bicycle Lane	No - Class II
Sunset Blvd	Protected Bicycle Lane	Yes
Cinthia St	Bicycle Boulevard	Yes
Whittier Dr	Protected Bicycle Lane, or Reduce Speed	No - Class II

Figure 8. Low-stress analysis of considered bicycle facility types outlined in the Complete Streets Plan

RECOMMENDATIONS

Evaluation of Bikeway Considerations from the Complete Streets Plan

	Does the recommended facility align with the Complete Streets Plan?	If not, what is the recommendation?	What are the tradeoffs?
Beverly Drive	No - Class II and IV	Class IV	A protected bicycle lane on either roadway is recommended due to high volume. On either roadway, the removal of a travel or parking lane would be needed for the installation of a protected bicycle lane. However, the installation of bike lanes may be difficult on North Beverly Drive due to curb extensions at midblock crosswalks that narrow the roadway. This would require communication with local stakeholders, particularly businesses along the corridor.
Crescent Dr	No - Class II	Class IV	A protected bicycle lane on either roadway is recommended due to high volume. The removal of a travel or parking lane would be needed for the installation of a protected bicycle lane. This would require communication with local stakeholders, particularly businesses along the corridor.

Evaluation of Bikeway Considerations from the Complete Streets Plan

Doheny Dr	No - Class II	Class IV	A protected bicycle lane is recommended due to high volume. A parking lane would have to be replaced in order for a protected bicycle lane to be installed. This would require communication with local stakeholders, particularly business owners, and residents who live along the corridor.
Moreno Dr	No - Class II	Class IV	A protected bicycle lane is recommended due to high volume. A parking lane through both streets would have to be replaced in order for a protected bicycle lane to be installed. As this facility would be adjacent to Beverly Hills High School, a discussion would have to take place with the community and stakeholders of the school in positioning the bike lane in an appropriate location away from heavy traffic drop-off/pick-up zones.
Spalding Dr			
Robertson Blvd	No - Class II	Class IV	A protected bicycle lane is recommended due to high volume. This would require the replacement of multiple parking and/or travel lanes. This would require communication with all local stakeholders impacted by the installation of a bike lane.

Evaluation of Bikeway Considerations from the Complete Streets Plan

Roxbury Dr	No - Class II	Class IV	A protected bicycle lane is recommended due to multiple lanes per direction. This would require the removal of on-street parking. This would require communication with local businesses along the corridor.
San Vicente Blvd	No - Class II	Class IV	A protected bicycle lane is recommended due to high volume and speed. This would require the replacement of a travel or parking lane. This would require communication with local stakeholders.
Robertson Blvd	No - Class II	Traffic calming/ Class IV	Traffic calming measures could help rescue speed on the street. An upgrade to a protected bicycle lane would align with NACTO guidance. This would reduce the speed of vehicles on the street (if implementing traffic calming measures). This would also require the removal of on-street parking if protected bicycle lanes were to be installed.

Figure 9. Evaluation of Bikeway Considerations from the Complete Streets Plan

Design Recommendations

	Design Recommendation
Beverly Dr	Protected bicycle lane with high visibility paint; brings bicycles to vehicle drivers' attention while providing physical separation. High visibility paint is additionally recommended due to high traffic volume and proximity to future Purple Line station entrance.
Crescent Dr	Protected bicycle lane; provides physical separation between bicyclists and traveling vehicles.
Doheny Dr	Protected bicycle lane; preferably with greater physical separation measures due to high traffic volume throughout the week.
Moreno Dr	Protected bicycle lane with high visibility paint; physical separation reduces points of conflict between bicyclists and drivers. High visibility paint is additionally recommended due to adjacency to high school.
Spalding Dr	
Robertson Blvd	Protected bicycle lane; preferably with more significant physical measures such as a curbside bikeway or raised curb and parking buffer due to high traffic volume and speed. This will offer great physical separation between bicyclists on this heavily traversed corridor.
Roxbury Dr	Protected bicycle lane; provides physical separation between bicyclists and traveling vehicles.
San Vicente Blvd	Protected bicycle lane; similar to Robertson Blvd, the recommended design is preferable with greater physical measures such as a curbside bikeway or raised curb and parking buffer due to high traffic volume and speed. This will offer great physical separation between bicyclists on this heavily traversed corridor.
Whittier Dr	Conventional bicycle lane + traffic calming features; provides visual separation between bicyclists and vehicles; provides visual cues to drivers to bring awareness to cyclists using the road, minimizes parking loss. Because the slope of the road is steep, a protected bicycle lane is not desirable because cyclists traveling at high speeds may not be able to safely maneuver around debris or other obstacles.

Figure 10. Design Recommendations

Protected Bicycle Lane Examples

Aside from a Class II bikeway recommended for Whittier Dr, only Class IV bikeways are recommended for the other roadways as outlined in Figure 9. After a review of traffic data, only protected bikeway facilities should be considered for those roadways in the design process. However, each street and its roadway context should be carefully considered when choosing an appropriate bikeway facility type. Figure 11 is a selection of real-world examples of protected bikeway implementation that can be used for inspiration when considering facility types.

Bikeway Facility	Benefits	Example
One Way Protected Cycle Track [1]	One-way protected cycle tracks are bikeways that are at street level and use a variety of methods for physical protection from passing traffic. (NACTO) • Dedicates and protects space for bicyclists in order to improve perceived comfort and safety • Eliminates risk and fear of collisions with over-taking vehicles. • Reduces risk of 'dooring' compared to a bike lane and eliminates the risk of a doored bicyclist being run over by a motor vehicle. • Prevents double parking, unlike a bike lane. • Low implementation cost by using existing pavement and drainage and using parking lane as a barrier. • More attractive for bicyclists of all levels and ages.	  San Francisco Photos: San Francisco Bicycle Coalition

1 Also known as a separated bike lane or protected bike lane; a bikeway physically separated from vehicular traffic.

Protected Bicycle Lane Examples

Bikeway Facility	Benefits	Example
Two-Way Cycle Tracks	Two-way cycle tracks (also known as protected bike lanes, separated bikeways, and on-street bike paths) are physically separated cycle tracks that allow bicycle movement in both directions on one side of the road. (NACTO) • Dedicates and protects space for bicyclists by improving perceived comfort and safety. Eliminates risk and fear of collisions with over-taking vehicles. • Reduces risk of 'dooring' compared to a bike lane, and eliminates the risk of a doored bicyclist being run over by a motor vehicle. • On one-way streets, reduces out of direction travel by providing contra-flow movement. • Low implementation cost when making use of existing pavement and drainage and using parking lane or other barrier for protection from traffic. • More attractive to a wide range of bicyclists at all levels and ages.	 Vancouver, BC Photo: NACTO

Figure 11. Protected bicycle lane examples

Street Treatment Options

Protect bicycle lanes require careful consideration of the type of street treatment, or combination of street treatments, that is given to the bicycle facility and roadway. There are two categories of street treatment options: (1) removable, which is typically a cheaper and quick short-term solution, and (2) permanent, which is typically a more expensive but long-term solution.

	Street Treatment Option	Considerations	Example
Removable	Flexible Delineators	• $ • Delineators are retro-reflective, bringing bike lane to the attention of drivers from the reflection of car lights	 Toronto, Ontario Photo: Develotech
	Wheel Stops	• $$ • Ideal on roadways where there is not enough room for a buffer	 Washington, DC Photo: People for Bikes
	Planters	• $$$ • Aesthetically pleasing May require additional upkeep efforts in terms of plant care	 Photo: DezignLine
	Removable Bollards	• $$ • May be removed if needed (ex: street vendor events, community block parties)	 Barcelona, Spain Photo: ArchiEXPO

Street Treatment Options cont.

	Street Treatment Option	Considerations	Example
Permanent	Embedded Bollards	• $$$ • Dug into the ground as part of installation	 Los Angeles, CA Photo: LADOT Bike Blog
	Concrete Buffer	• $$$$ • Poured as part of installation • Should be used in conjunction with vertical delineators to increase visibility	 Des Moines, Iowa Photo: The Des Moines Register

Figure 12. Street Treatment Options

Above are examples of both removable and permanent street treatment options that may be considered by the City.

Top Priority Corridors

Beverly Drive

Beverly Drive should be considered a top priority corridor by the City due to its proximity to the future Purple Line station at Wilshire/Rodeo. Upgraded bicycle facilities on this adjacent street will aid in creating a holistic, connected network across active and public transit.

The station entrance/exit (Figure 13), called the North Portal, will provide subway riders with direct access to the businesses and tourist destinations north of Wilshire Blvd in the Business Triangle, being a key connector for locals, visitors, and commuters alike. The North Portal will also include a station box constructed by LA Metro, with the design inclusive of a bike rack.

On November 10, 2020, the City Council confirmed the Final North Portal Environmental Impact Report (EIR), which identifies the west side of N. Beverly Drive as the location of the portal.

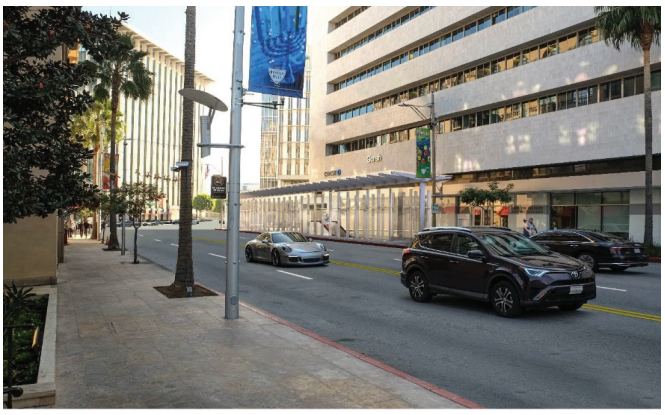


Figure 13. Artist renderings of the Wilshire/Rodeo Station North Portal at Wilshire/Beverly

Roadway Context

Looking at the context of the roadway (Figure 14), there are multiple lanes in both directions. There are two travel lanes in both directions, a center turning lane, and parking on both sides.

According to the City's public right-of-way, Beverly Drive from Santa Mon ica Blvd to Wilshire Blvd has a right of way (ROW) of 84 ft, with the street width being 60 ft, and both parkways[1] being 12 ft each.

There is an existing Class III facility with supplemental sharrows in both di rections currently.

Figure 14. Aerial view of Beverly Drive roadway at Wilshire Blvd/Beverly Drive

1 The parkway refers to the sidewalk, landscaping, and other infrastructure that is within the full public right of way.

Top Priority Corridors - Beverly Drive

Implementation Scenario

Existing Conditions

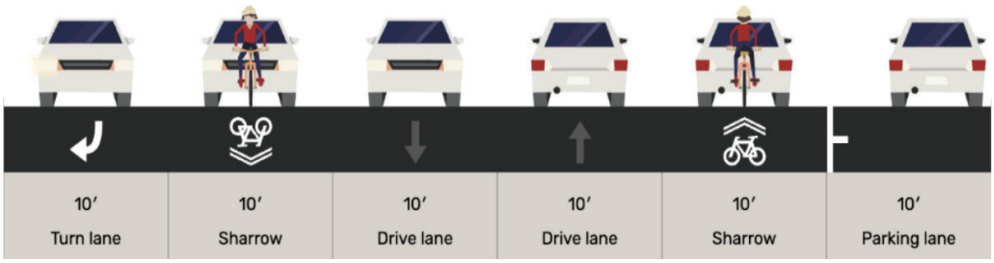


Figure 15. Existing cross-section at Beverly Drive from Santa Monica Blvd to Wilshire Blvd

Proposed Conditions

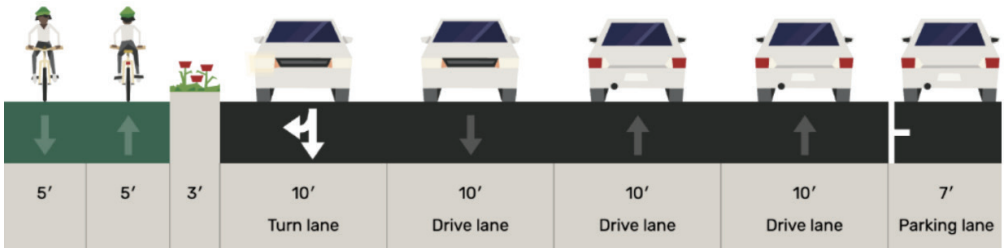


Figure 16. Proposed bicycle facility implementation cross-section at Beverly Drive from Santa Monica Blvd to Wilshire Blvd

In this scenario (Figure 16), a protected two-way bike lane would be installed, with the bike lane being on the west side of the road adjacent to the future North Portal. A two-way bike lane is recommended as opposed to singular bike lanes in both directions due to added infrastructure costs and time. The purpose of the two-way bike lane also allows more travel space for cyclists while also giving cyclists from both directions closer access to the North Portal.

A southbound travel lane would be removed and the left turning lane would be converted to a straight and left turning lane to commodate the bicycle infrastructure, with a buffer planter in between the bike lane and travel lane as a protective measure while still maintaining the aesthetic nature of the streetscape. The width of the remaining travel lanes would remain the same, however, the parking lane on the east side would be decreased by three feet, still providing plenty of vehicular room for parked cars.

Top Priority Corridors - Beverly Drive

Considering that there are businesses, particularly parking garages, that must not be blocked off, there should be gaps in the proposed implemented buffers to allow traffic to continue to flow in those portions of the street. See Figure 19. for design reference.

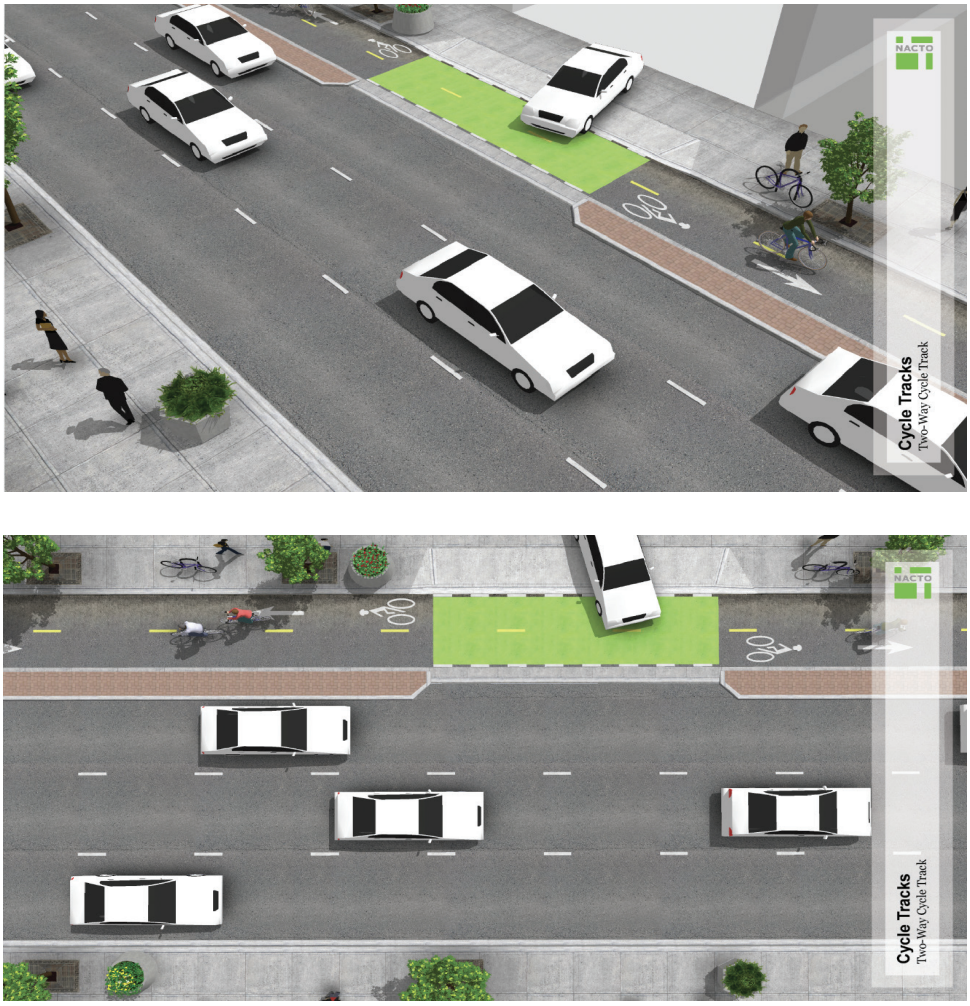


Figure 17. Views of two-way cycle track with buffer and entry point for vehicles onto the street

In this recommendation, existing curb extensions would have to be removed to accomodate the two-way protected bike lane. Conversely, the protected bike lane could serve as a way, such as the curb extensions, to shorten the pedestrian crossing distance.

Top Priority Corridors - Beverly Drive

Corner islands (Figure 18) are a long-term solution to the removal of the curb extensions, while also providing extra comfort for pedestrians and a buffer for bicyclists. However, another scenario would have to be considered in which another travel lane or parking lane is removed to accomodate the width of the corner island. According to NACTO recommendations, these islands should be at least 6 feet wide, but with a preferred width of 8-10 feet.

Figure 18. Corner islands for pedestrians and protected bike lane in Chicago, Il

Other Considerations:

As a truck route, Beverly Drive may have some challenges in accomodating truck volumes with the implementation of this future facility. Another consideration in ensuring the accomodation of trucks on Beverly Drive is alternatively implementing a buffer zone for loading zone integration. (Figure 19) In this scenario, the protected two-way bike lane will have a wide buffer zone and a "floating" parking lane where trucks may park to load/unload. This would be effective in ensuring the safety of cyclists. There would be a reduction in conflicts between bicyclists and truck drivers sharing the street, with the narrowed width of the road acting as an additional traffic calming measure. The City should consider a protected bike way with a buffer that accomodates all users of the road while prioritizing pedestrians and cyclists.

Figure 19. Delivery trucks in a "floating" parking zone along a protected bike pane in Chicago, Il

Top Priority Corridors

Crescent Drive

Crescent Drive should also be considered a priority for bicycle facility upgrades. Despite being a well-traveled thoroughfare in proximity to businesses and residences in the City, the roadway does not see a massive amount of traffic volume, therefore making the roadway an excellent candidate for protected bicycle lanes.

A protected Class IV bikeway facility on North Crescent Drive from Santa Monica Blvd to Wilshire Blvd would also connect with the existing Class II bike-way facilities on Crescent northbound of Santa Monica Blvd, providing for a stronger low-stress network.

Figure 20. Residential apartments along the eastern side of Crescent Drive

Figure 22. Businesses along the western side of Crescent Drive

Top Priority Corridors - Crescent Drive

Roadway Context

Looking at the context of the roadway (Figure 22), there are multiple lanes in both directions. There are two travel lanes in both directions and parking on both sides.

According to the City's public right-of-way, Crescent Drive from Santa Monica Blvd to Wilshire Blvd has a right-of-way (ROW) of 74 ft, with the street width being 56 ft, with the western parkway being 6 ft, and eastern parkway being 12 ft.

There is an existing Class III with supplemental sharrows in both directions currently.

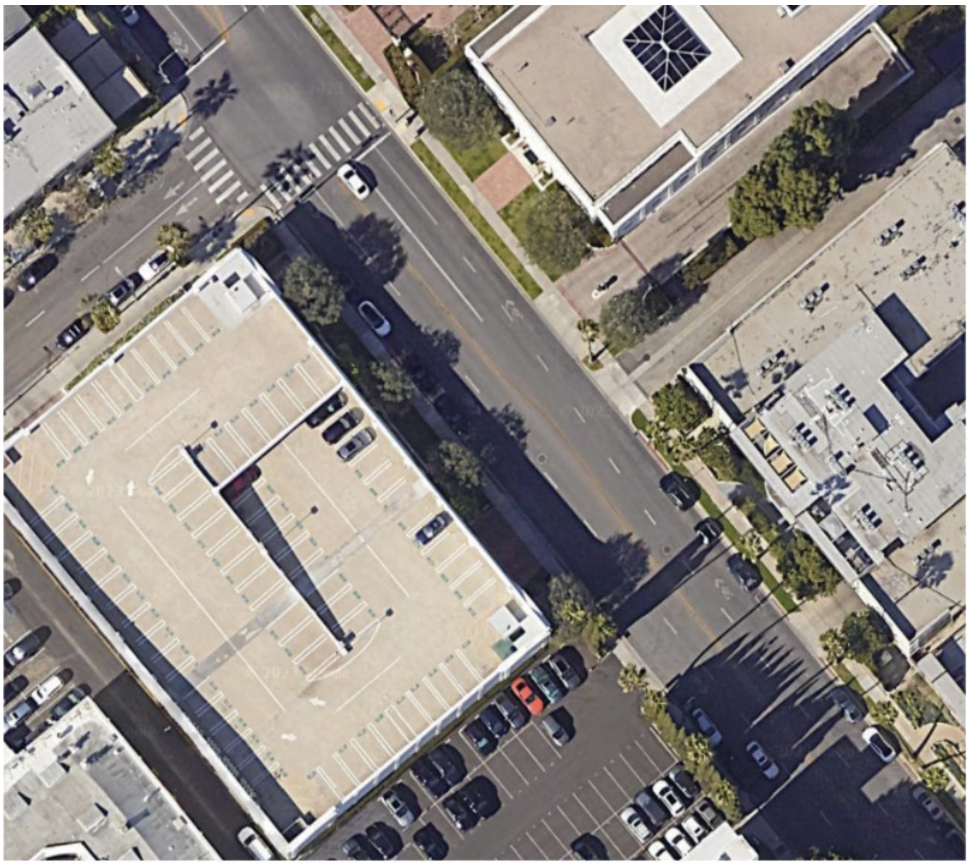


Figure 22. Aerial view of Crescent Drive roadway

Top Priority Corridors - Crescent Drive

Implementation Scenario

Existing Conditions

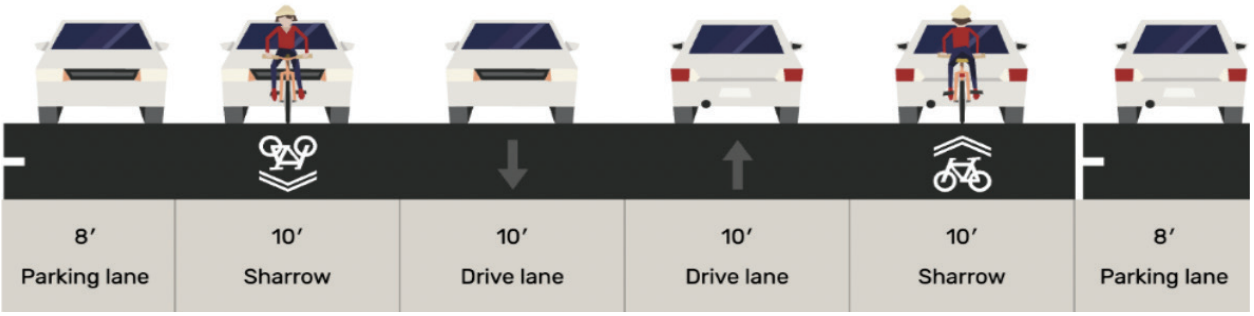


Figure 23. Existing cross-section at North Crescent Drive from Santa Monica Blvd to Wilshire Blvd

Proposed Conditions

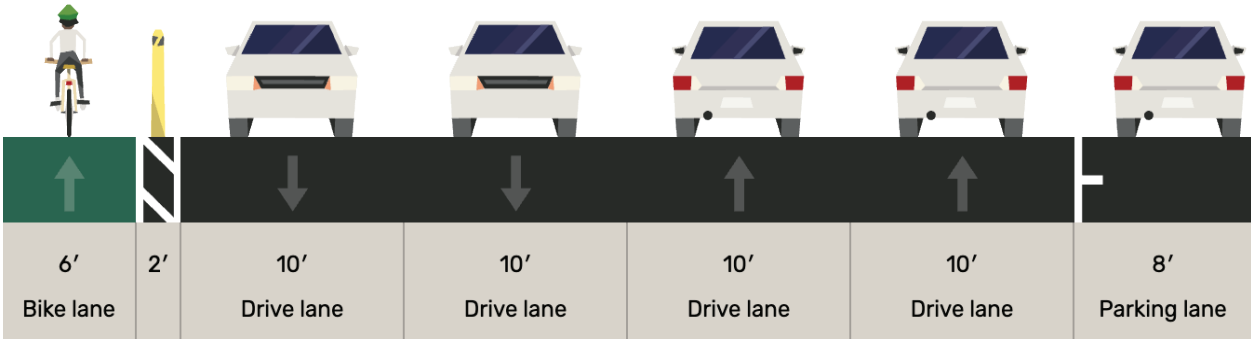


Figure 24. Proposed bicycle facility implementation cross-section at North Crescent Drive from Santa Monica Blvd to Wilshire Blvd

In this scenario (Figure 24), a protected bicycle lane with buffers would be installed northbound on the west side of the street, adjacent to destination attrators such as Whole Foods and the United States Postal Office (Figure 21). This would allow for travel connecting with existing Class II bike lanes Northbound of Santa Monica Boulevard.

This scenario requires the removal of the western parking lane, while still keeping for the eastern parking lane. The existing number of lanes would remain the same, with the only difference being the removal of the western lane of parking to accommodate the buffer and bike lane.

Top Priority Corridors - Crescent Drive

Considering that there are businesses, particularly parking garages, that must not be blocked off, there should be gaps in the proposed buffers to allow traffic to continue to flow in those portions of the street. See Figure 25 for design reference

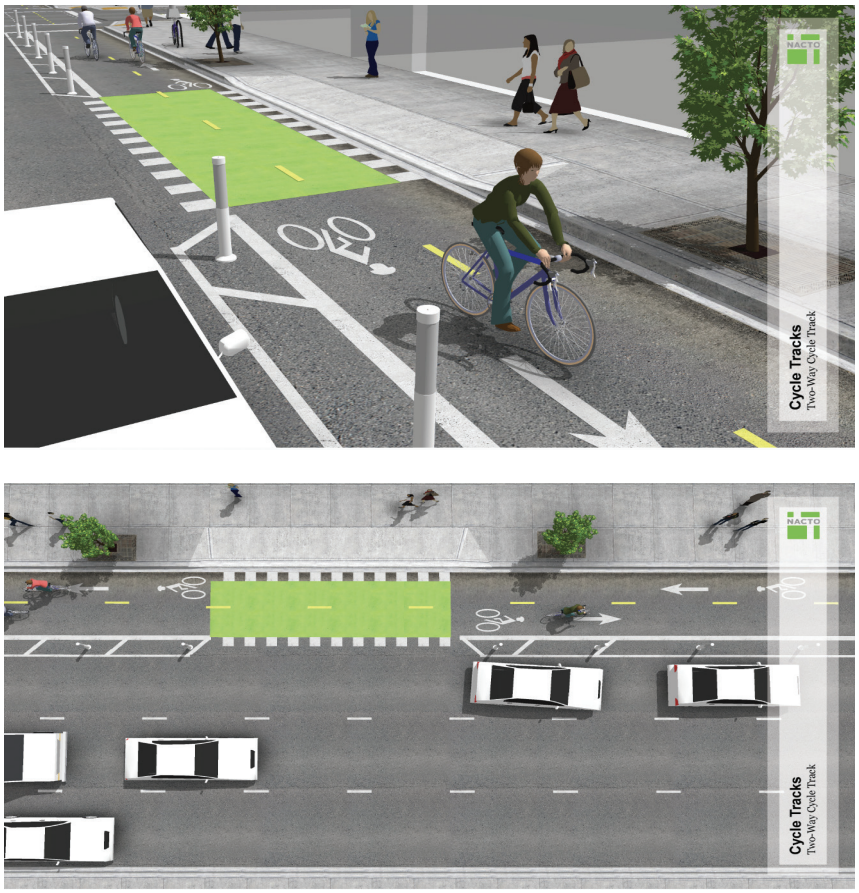


Figure 25. View of two-way cycle track with a buffer zone and bollards

Although the above rendering shows a two-way cycle track as opposed to the recommended singular cycle track in both directions, the recommended design scenario for the context of the street is a contra flow bike lane. The contra flow bike lane allows for the number and width of existing travel lanes to remain the same. This also allows for faster implementation of the protected bike lane.

Further Considerations:
Exploration of a connected bike lane on South Crescent Drive should be considered in building greater North-South low-stress bikeway connections.

Top Priority Corridors

Moreno - Spalding Drive

Although Moreno and Spalding Drive are physically smaller streets in comparison to the many major roadways in the City, the streets are notable for their adjacency to Beverly Hills High School.

Aligning with the City's goal of network connectivity, this street should be prioritized for bicycle infrastructure upgrades due to its proximity to the public high school.

Implementing a protected Class IV bikeway would also help in ensuring that the bikeway is an all-ages and abilities facility, as it is certain that youth would be utilizing the bikeway. It is important to note that the pick-up/drop-off zones for the high school is on the western side of Moreno Drive. (Figure 27)

Figure 27. View of pick-up and drop-off areas adjacent to Beverly Hills High School

Top Priority Corridors - Moreno-Spalding Drive

Roadway Context

Looking at the context of the roadway (Figure 22), there is a single travel lane in both directions. There is parking in both directions.

According to the City's public right-of-way, Moreno Drive from South of S. Santa Monica Blvd at Western city limits to Spalding, just North of Olympic Blvd, has a right-of-way (ROW) of 60 ft, with the street width being 35 ft, with both parkways being 12.5 ft each.

There is an existing Class III facility in both directions currently with supplemental sharrows.

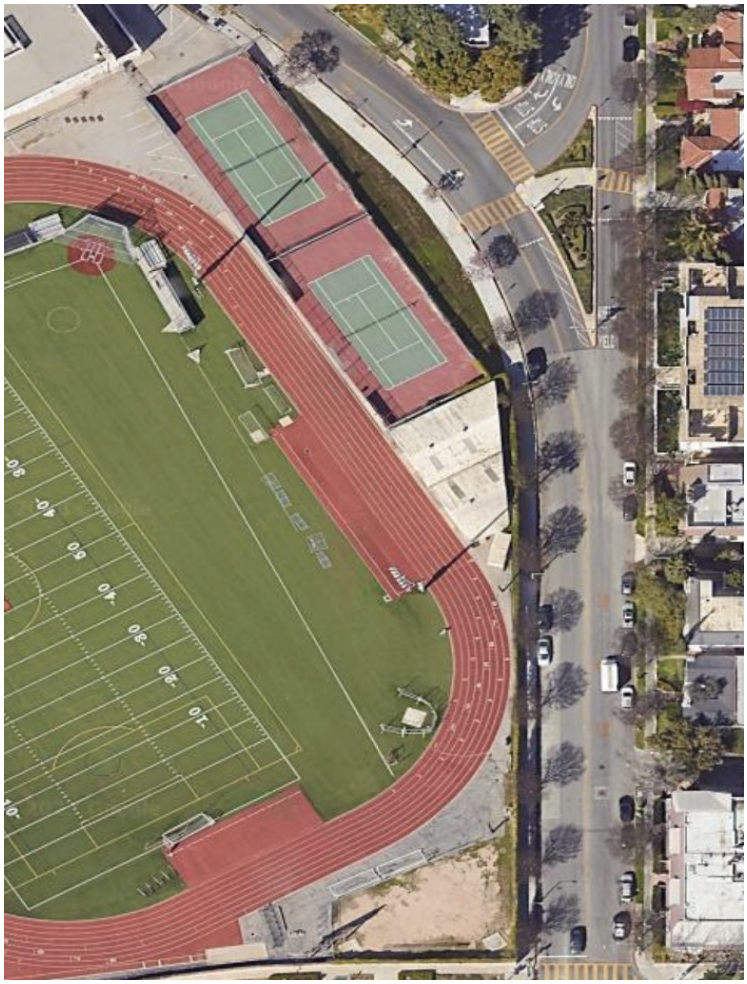


Figure 26. Aerial view of Moreno-Spalding Drive roadway

Top Priority Corridors - Moreno-Spalding Drive

Implementation Scenario

Existing Conditions

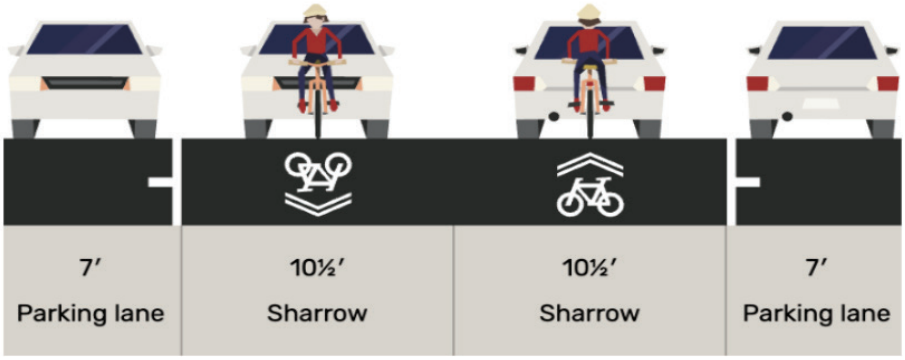


Figure 27. Existing cross-section at Moreno Drive to Spalding

Proposed Conditions

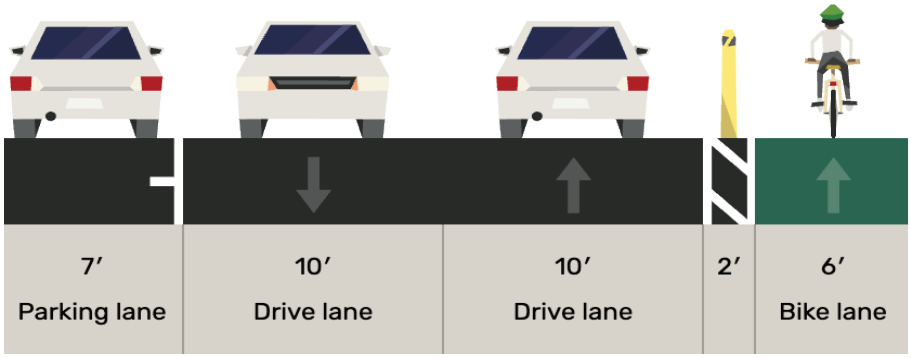


Figure 28. Proposed cross-section at Moreno Drive to Spalding

In this scenario (Figure 28), a right-hand bi directional protected cycle track is implemented on the eastern side. This would require the removal of the eastern parkway to accommodate the bicycle lane. There would still be the same width and number of travel lanes. The proximity of the bikeway to the high school provides closer access to the campus. The protected bikeway is recommended to be placed on the eastern side to minimize conflict with vehicles entering and leaving the pick-up and drop-off zones.

Further Considerations:
Bicycle encouragement programs through coordination with the local high school could encourage more students to ride a bike to school rather than drive.

Holistic bikeway network ideation map

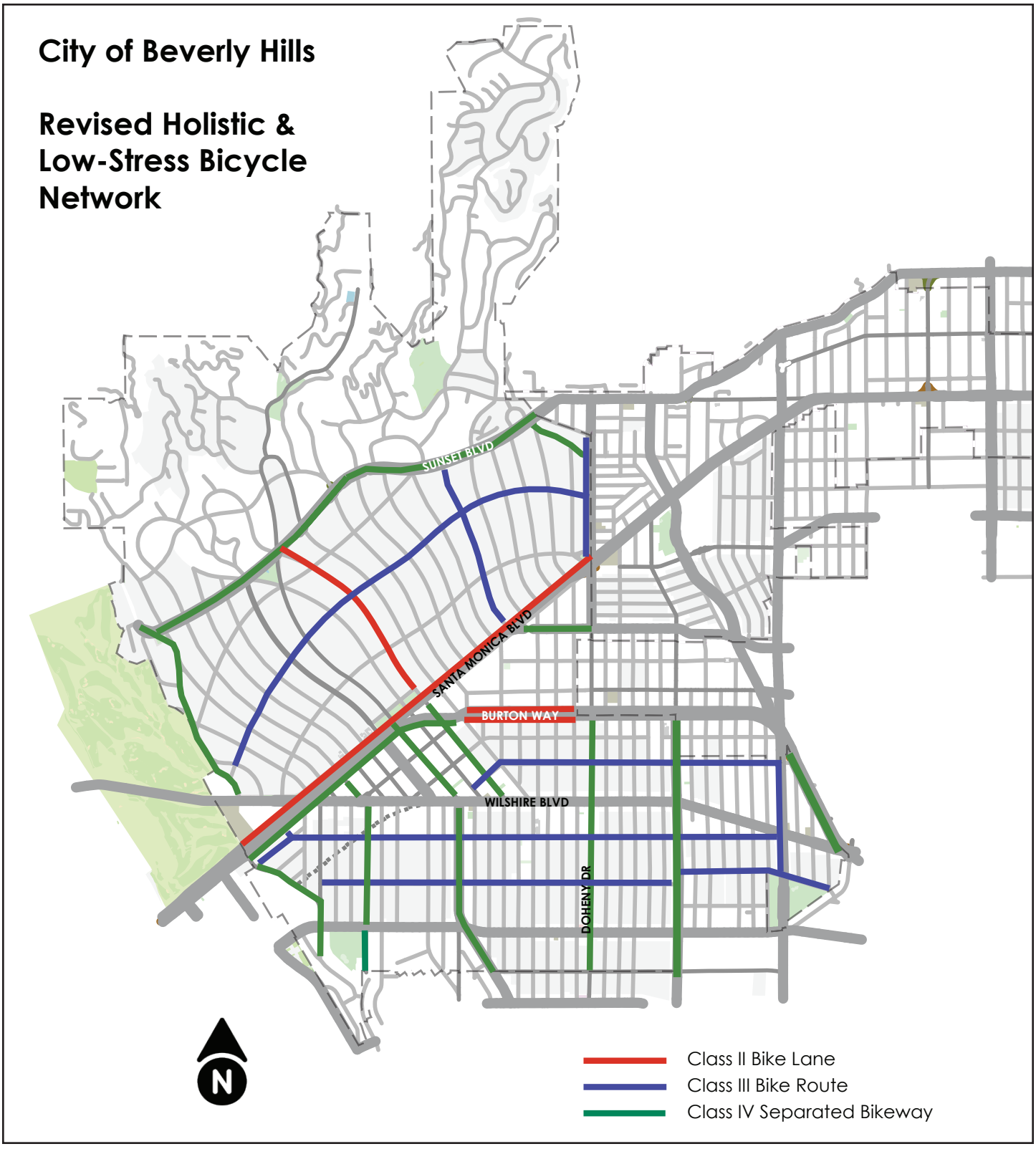


Figure 29. Revised Holistic Low-Stress Bicycle Network Map

RECOMMENDATIONS

Figure 29 is a holistic network ideation map combining considerations of the Complete Streets Plan that would still effectively achieve a low-stress network with revised considerations based on my pre and post-Covid traffic data analysis. The implementation of updated bicycle facilities as shown on the map would help the City achieve its goal of a holistic, connected low-stress bicycle network.

RECOMMENDATIONS

Policy Recommendations

The City has outlined a list of recommended bicycle policies that supports the Complete Streets Plan efforts categorized by separate goals. (See Appendix A)

Because the recommended policy list is thorough and extensive, I have chosen to highlight considered policies that may have greater benefit in being considered immediately in the inclusion and strengthening of the City's holistic, low-stress bicycle network:

B1-1: Reduce collisions involving bicyclists through improved street design
B1-2: Increase the visibility of bicyclists with designated bikeways and intersection treatments
B1-3: Prioritize the implementation of "low-stress" bikeways that provide a comfortable, less stressful experience and minimize conflicts between bicyclists and motorists
B1-4: Minimize gaps in the bikeway network
B1-5: Support enforcement of driving behaviors that lead bicyclists and related mobility device users to feel unsafe
B1-6: Establish baseline information concerning traffic safety, such as collision data, and develop evaluation/performance metrics
B1-7: Adopt model bikeway/street design guidelines, such as those produced by the National Association of City Transportation Officials (NACTO)
B1-8: Explore establishment of a ticket diversion program to educate bicyclists and related mobility device users on traffic laws

Other considerations in relation to policy recommendation B1-5 in establishing a more enunciated process by which existing traffic laws are enforced:

- Program to enforce motorists yielding at crosswalks
- Ensure law enforcement training academies are providing sufficient training on pedestrian and bicycling topics
- Ensure law enforcement agencies are meaningfully enforcing laws that will result in the increased and safe usage of bicycling and walking
- Stricter penalties for distracted driving, especially when it involves vulnerable road users like bicyclists and pedestrians

RECOMMENDATIONS

Policy Recommendations cont.

Another bicycle policy recommendation mentioned in the Complete Streets Plan that should be expanded is:

> B2-6: Include progressive and innovative support infrastructure in bikeway projects, such as bike boxes, intersection treatments, colored paint, and signal upgrades.

The policy should emphasize protected intersections or be divided to create a protected intersection policy. The design of protected intersections physically separates bicyclists from motor vehicles up until the intersection, providing a high degree of comfort and safety for people of all ages and abilities. (NACTO) This reduces the likelihood of highspeed vehicle turns, improves sightlines, and reduces the distance and time people on bikes are exposed to potential conflicts:

- In San Francisco, a protected intersection design resulted in 98% of drivers yielding to people on bikes, and 100% yielding to people walking. (NACTO)
- In New York, a study found that protected intersections had fewer vehicle-bike conflicts than even a dedicated turn lane with a dedicated bike signal phase. (NACTO)

Although the specific implementation of protected intersections is not analyzed in this report, its future considerations could be applied as a policy. More information on protected intersections can be found in Appendix B.

Overall, the City has presented a robust set of recommended policies that seek to support the installation of safe, convenient, and environmentally-friendly infrastructure in the city that should be continued to be carefully considered and adopted.

CONCLUSIONS & NEXT STEPS

One of the ways accessibility can be defined is through the "ease of reaching places" (Robert Cervero, 1997). This notion can be applied to the process of implementing a city-wide, holistic, low-stress bicycle network. By prioritizing accessibility, the City aims to reduce barriers and make it easier for people of all ages and abilities to access essential services, recreational facilities, and other key destinations. The City of Beverly Hills can be seen as not only an employment center, but a major central East-West connector. By implementing a city-wide, holistic bicycle network with a low-stress design, the convenience and accessibility of cycling can be expanded to all levels of cyclists. Besides the improvement of mobility, a holistic bicycle network offers co-benefits of improvement in public health through the promotion of physical activity and reduction in air pollution. This aligns with the City's goals of sustainability by dedicating more resources to making transit and other active modes of transportation, such as walking and bicycling, more attractive and accessible options as opposed to driving to encourage fuel conservation and trip reductions. By taking into account the bicycle infrastructure design and policy recommendations outlined in this report, the City will continue to take successful strides toward a holistic low-stress bicycle network.

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APPENDIX A

Complete Streets Policies: Bicycle Policies

Table 3-1: Complete Streets Policies

Bicycle Policies
Goal B1: Provide a Safe and Efficient Bicycle Circulation System Within the City
B1-1: Reduce collisions involving bicyclists through improved street design
B1-2: Increase the visibility of bicyclists with designated bikeways and intersection treatments
B1-3: Prioritize the implementation of "low-stress" bikeways that provide a comfortable, less stressful experience and minimize conflicts between bicyclists and motorists
B1-4: Minimize gaps in the bikeway network
B1-5: Support enforcement of driving behaviors that lead bicyclists and related mobility device users to feel unsafe
B1-6: Establish baseline information concerning traffic safety, such as collision data, and develop evaluation/performance metrics
B1-7: Adopt model bikeway/street design guidelines, such as those produced by the National Association of City Transportation Officials (NACTO)
B1-8: Explore establishment of a ticket diversion program to educate bicyclists and related mobility device users on traffic laws
Goal B2: Provide a Holistic and Connected Bicycle Network
B2-1: Identify and implement high quality bikeways on primary east-west and north-south corridors in the short-term
B2-2: Prioritize the implementation of bikeways that connect key community nodes: Schools, parks, commercial districts, and Metro Purple Line stations
B2-3: Provide a variety of bikeways that are attractive for all types of riders and minimize conflicts between bicyclists and motorists
B2-4: Implement and encourage bikeway connections with neighboring jurisdictions to facilitate regional bikeways
B2-5: Use creative methods to install dedicated bike lanes in constrained rights-of-way, such as through innovative facilities or parking/street reconfiguration
B2-6: Include progressive and innovative support infrastructure in bikeway projects, such as bike boxes, intersection treatments, colored paint, and signal upgrades
B2-7: Explore opportunities where land dedication may be required for first/last mile connections
B2-8: Require new development projects on existing and potential bikeways to facilitate bicycle and pedestrian access to and through the project
B2-9: Promote the health of residents by developing streetscapes, bikeways, and accessible parklands that encourage pedestrian activity
B2-10: Explore the feasibility of shared bus/bike combination lanes on transit corridors, including Wilshire Boulevard
B2-11: Explore demand for a permitting process for shared use mobility devices and create standards/guidelines

Goal B3: Expand Bike Parking
B3-1: Identify locations for and install new short-term bike racks on commercial corridors along sidewalks and/or as "bicycle corrals"
B3-2: Support installation of long-term secure bike parking on Metro property at Metro Purple Line stations
B3-3: Provide Mobility Hubs with long-term bike parking and bicyclist amenities at key destinations
B3-4: Encourage the installation of covered and secure long-term bike parking at major employers and community destinations
B3-5: Provide secure bike parking at community events, such as through bike valet
B3-6: Explore/encourage opportunities for automated bicycle parking facilities
B3-7: Develop a bike parking ordinance commensurate with best practices that requires the installation of bike parking and shower/changing facilities on private property
B3-8: Develop bike parking facilities standards/guidelines for the public right-of-way
Goal B4: Support and Encourage Bicycle Transportation
B4-1: Host education and awareness events for bicyclists and other road users about traffic regulations and sharing the road
B4-2: Implement a local open streets event, like Santa Monica's COAST or Culver City's Art Walk and Roll Festival, that can be expanded to occur annually
B4-3: Participate in regional or multi-jurisdictional open streets events, like CicLAvia
B4-4: Partner with local bicyclists to monitor and evaluate new infrastructure
B4-5: Identify potential Bicycle Friendly Business Districts and develop standards/guidelines
B4-6: Support interdepartmental City efforts to prioritize bicycle travel and safety
B4-7: Identify and explore partnerships to promote bicycling, such as with the Los Angeles County Bicycle Coalition and the Beverly Hills Unified School District
B4-8: Partner with the Beverly Hills Unified School District to support school access and encourage the provision of on-site bike parking
B4-9: Support inclusion of active-transportation in the Sustainable City Plan update
B4-10: Establish a Safe Routes to School program
B4-11: Create a Mobility Coordinator staff position
B4-12: Offer bicycle education trainings to City employees
B4-13: Consider support of efforts to revise State policy to eliminate the requirement that bicyclists come to a complete stop at stop signs on neighborhood streets

APPENDIX B

Protected Intersection Design Guidance (NACTO)

At protected intersections, the bikeway is set back from the parallel motor vehicle traffic. Unlike at conventional bike intersections, people biking are not forced to merge into mixed traffic. Instead, they are given a dedicated path through the intersection, and have the right of way over turning motor vehicles.

The setback between the motor vehicle lane and the bikeway makes people on bikes more easily visible to turning drivers than in a conventional intersection.

Corner islands anchor the design, extending the protected bike lane's separation as far into the intersection as possible and tightening the corner's turn radius. They create a bike queue area after the crosswalk, the natural place for people on bikes to wait.

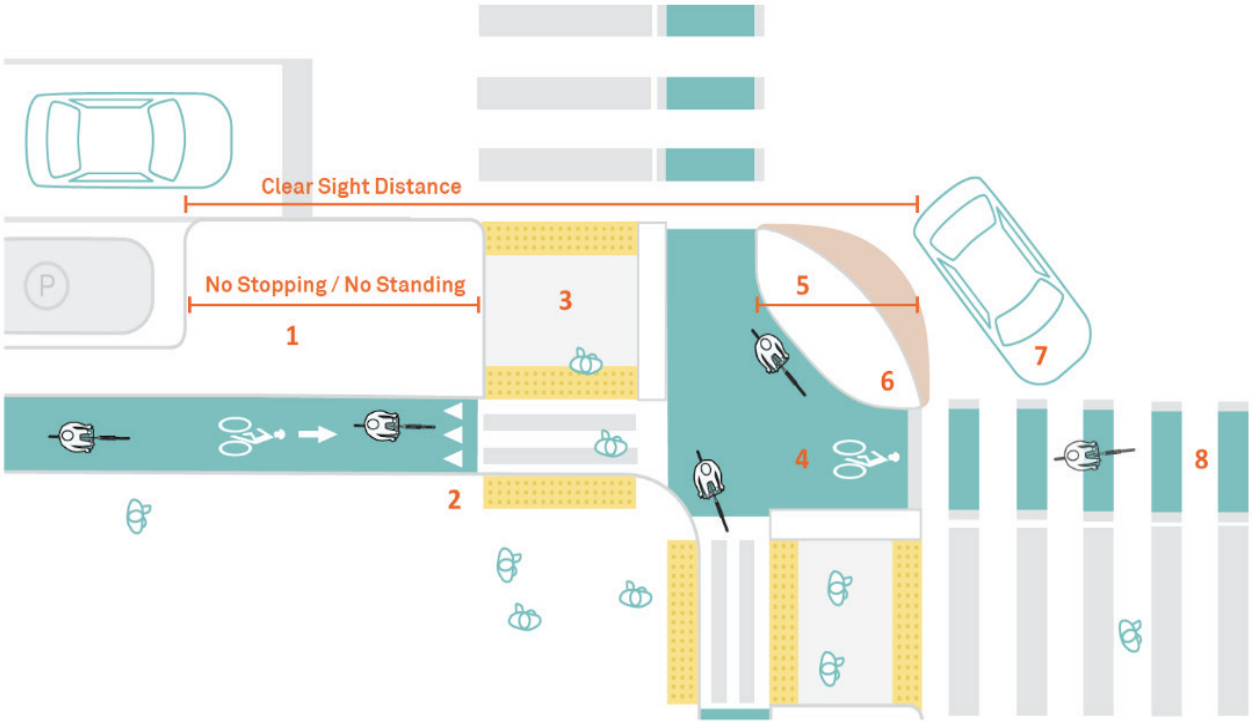
The setback creates a waiting zone for turning cars, where drivers can yield to bikes after starting to turn but before crossing the path of oncoming bicycles. If it is large enough, this area lets drivers wait while through-traffic passes them, relieving pressure to turn too quickly.

Protected intersections also provide shorter, safer crossings for people walking. With low-speed vehicle turns and room for accessible pedestrian islands, people on foot and using personal mobility devices get many of the benefits of curb extensions.

Protected intersections create shorter, simpler crossings, more predictable movements, and better visibility between people on bikes and people driving. As a result, the intersection is more comfortable and safer for people using the bikeway and the crosswalk.

APPENDIX B

Protected Intersection Diagram



1. No Stopping / No Standing Zone
Motor vehicle parking and stopping are prohibited on the approach to the intersection.

2. Bike Yield Line (optional)

3. Pedestrian Islands
Islands reduce crossing distances and improve visibility by keeping the intersection clear. Wider islands support high volumes of people walking and biking, raising the capacity of the intersection. In some cases, islands can reduce the signal time needed for pedestrians.

4. Bike Queue Area
People biking can wait ahead of the crosswalk for a green signal or a gap in traffic. This shortens crossing distances, and accommodates the natural positioning of people biking. Bike detection optional.

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5. Bikeway Setback
The setback determines how much room will be available for drivers to wait and yield, and the angle at which they cross the bikeway. Larger setbacks provide better visibility and give people bicycling more time to notice and react to turning vehicles.

6. Corner Island
A corner island separates bikes from motor vehicles, prevents motor vehicles from encroaching on the bikeway, and creates a protected queuing area for people on bikes waiting to turn.

7. Motorist Waiting Zone
The space between the motor vehicle lane and the crossbike provides a place for motor vehicle drivers to wait before turning across the bike's path of travel.

8. Crossbikes / Intersection Crossing Markings
Markings provide conspicuity and directional guidance to bikes in the intersection. They are marked with dotted bicycle lane line extensions and may be supplemented with green color or bike symbols between these lines.

Implementation Guidance

Bikeway Setback: The bikeway setback distance determines most other dimensions of the protected intersection. A 10' setback, created in the shadow of the parking/loading lane, is shown. Where practical, a setback of 14-20' is preferred. If setbacks smaller than 12' are used, they should be accompanied by longer clear distances, and additional signal phasing or speed reduction strategies should be considered. Setbacks larger than 20' may increase turn speeds, and setbacks larger than 25' should be treated as a separate intersection.

APPENDIX B

Corner Island: Radii should be small enough that passenger cars are discouraged from turning faster than 10 mph. This is accomplished with an effective turn radius of less than 18', usually resulting from a 10' to 15' curb radius. Corner islands may have a mountable override area to accommodate large vehicles. Corner islands may also be implemented as channelization markings that are reinforced by mountable vertical elements such as modular speed bumps.

Pedestrian Islands: Wider islands support high volumes of people walking and biking, raising the person-capacity of the intersection. To serve as an accessible waiting area, the minimum width of a pedestrian island is 6'.13 The desired minimum width is 8'. If 6' or wider, detectable warning surfaces must be placed at both sides of the island to distinguish the bikeway from the sidewalk, and the island from the bikeway.

No Stopping/No Standing Zones: Zones should be long enough to allow approaching drivers and bike riders to see and recognize one another ahead of the intersection. Many cities already designate 20'-30' of curb before an intersection as a no-standing zone to increase visibility. Features that permit visibility, such as plants, seating, bike parking, and shared micromobility stations, can be placed here.

Bike Queue Areas: Queue areas should be large enough for anticipated bicycle volumes, which often increase substantially after implementation of protected bike lanes. The bike queue area should be at least 6.5' deep, but dimensions of 10' or greater are desirable to accommodate trailers, cargo bicycles, and high bike volumes.

Accessible Signals: See MUTCD Chapter 4E, PROWAG, other national guidance, and local standards for signal timing and location guidance.

Bike Yield Line & Bike Lane Crosswalk: Bike traffic should be expected to move forward to the stop bar on any signal phase, and pedes-

APPENDIX B

Bike Yield Line & Bike Lane Crosswalk: Bike traffic should be expected to move forward to the stop bar on any signal phase, and pedestrian traffic should also be expected to cross to the island on any phase. This operation may be formalized with optional yield teeth on the bikeway before the crosswalk. The 2009 US MUTCD calls for a "Yield Here to Pedestrian" sign if yield teeth are used. In some jurisdictions, a yield line is not necessary before a crosswalk.

Signs: A modified "Turning Vehicles Yield to Bikes and Pedestrians" sign (R10-15)17 is recommended where a signalized intersection allows right turns concurrent with bicycle and pedestrian movements. It is required in jurisdictions where state/provincial or local laws are such that pedestrians and bikes do not automatically have the right of way over turning vehicles. The sign should be mounted close to any signal head that regulates vehicles turning across the bikeway and any required location. (This modified sign remains experimental under the 2009 MUTCD.)

Protected Intersections: Applications
Protected intersections can be applied on any street where enhanced bike comfort is desirable. They are most commonly found on streets with parking-protected bike lanes or buffered bike lanes. Variants can be applied where there is no bike facility on the intersecting street, as well as streets with two-way protected bike lanes. Protected intersections can also be implemented using interim materials.

Where no parking lane exists, a setback can be created by shifting the bikeway or motor vehicle lanes away from one another as they approach the intersection.

APPENDIX C

Please refer to attached PDF for Appendix C.

SPECIAL NOTE RE STREET NUMBERS:

UNLESS OTHERWISE INDICATED, SEQUENCE OF NUMBERS (i.e., 100-1099) IN

City of Beverly Hills [REVISED 10/83, 6/83, 10/85, 2/02]

CIVIL ENGINEERING DEPARTMENT (162 STREETS)

PUBLIC RIGHT-OF-WAY & STREET NUMBERS

(*) SEE MAP: BOUNDARY STREET - VERIFY NUMBERS WITH CURRENT MAP(S) FOR ACCURACY

STREET NAME	NUMBERS IN CITY		PUBLIC RIGHT-OF-WAY				LOCATION
	SOUTH or EAST	NORTH or WEST	Right of Way	N Parkway S Parkway	Street Width	S Parkway E Parkway	
ALDEN DRIVE (*see map)		9135-9299*	60	12.5	35	12.5	E-W, S/o S.MONICA, N/o W. 3RD, E/o Foothill
ALEXIS PLACE		1500-1599	40	5	30	5	Off Trousdale Place, East of Loma Vista
ALMONT DRIVE (*see map)	100-499*	100-399*	55	12.5	30	12.5	N-S, S/o Burton, between Doheny Dr. & Robertson
ALPINE DRIVE		300-1099					N-s, 1st str. E/o Rexford, Dayton to N/o Lexington
			67	16	35	16	Rexford to Burton Way
			60	12	36	12	Burton to S. Santa Monica
			70	16	38	16	N. Santa Monica to Sunset
			var.	12	var.	12	Sunset to Lexington
			50	10	30	10	Lexington to 938 Alpine
			40	0	30	10	938 to 965 Alpine
			30	0	30	0	965 Alpine to end
ALTA DRIVE		500-899					N/o N. Santa Monica , bet. Doheny Dr. & Arden
			70	17.5	35	17.5	N. Santa Monica to Sunset
			50	10	30	10	Sunset to Sierra Drive
AMBASSADOR AVENUE		1700-1799	40	2.5	35	2.5	N/o Sunset, W/o Benedict opposite Tower Rd.
ANGELO DRIVE (*see map)		1700-1811*					N/o Sunset, W/o Benedict N/o Chevy Chase
			55	0.5	40.5	14	Benedict Canyon to 1737
			60	5	40	15	1737 to end
ARDEN DRIVE		500-799	70	17.5	35	17.5	N-S, N/o N. Santa Monica, bet. Doheny Dr. & Hillcrest
ARKELL DRIVE		500-699	40	5	30	5	Off Loma Vista in T'dale, N/o Trousdale Place
ARNAZ DRIVE (*see map)	100-299*	100-201*	60	12	36	12	N-S, bet. Hamel/ Robertson, N/o Clifton to S. City limits @ Gregory (becomes Wooster in LA)
BARRIE DRIVE		400-499	40	5	30	5	Trousdale, off Hillcrest, bet. Hillcrest & Maytor
BEDFORD DRIVE (*see map)	100-499*	300-999*					N-S W/o Camden, S. City limits to Benedict Cyn
			60	12.5	35	12.5	S. City limit to Wilshire
			70	12	46	12	Wilshire to Santa Monica
			70	16	38	16	Santa Monica to Benedict
BENEDICT CANYON DRIVE (*see map)		900-1275*					Extension of Canon Dr., Sunset to N. City Limit
			70	14	42	14	Sunset to Lexington

			70	15	40	15	Lexington to alley N/o Roxbury-Hartford
			60	10	37.5	12.5	Alley N/o Roxbury-Hartford to, to Tower Rd.
			60	10	40	10	Tower Rd.-N. City limits
BEVERLY BOULEVARD (*see map)		9100-9299*	100	20	60	20	E-W, N/o Burton, between Doheny Drive and N. Santa Monica
BEVERLY DRIVE (*see map) same after Urban Design	100-499*	200-1116*					N-S, West of Canon, South City limits to North City limits
		201-1199*	100	20	60	20	S. City limits to Wilshire
			84	**12**	**60**	**12**	Wilshire to Santa Monica
			100	20	60	20	Santa Monica to Sunset
			70	14	42	14	Sunset to Rexford
			60	var.	var.	var.	Rexford to 1011 Beverly Dr.
			50	0	39.5	10.5	1011 to 1013 Beverly Drive
			50	10.5	39	0.5	1013 Bev.Dr.-Shadow Hill
			40	0.5	39	0.5	Shadow Hill-N. City limits
BEVERLY GREEN DRIVE (*see map) *see also Tr.11179	1101-1279* 1256-1276*		52	10	32	10	S/o Olympic, West of Roxbury, in S.W. corner of the City
BEVERWIL DRIVE (*see map)	400-499*		100	20	60	20	S/o Olympic, West of Beverly Drive
BRIDLE LANE		1000-1099	30	0.5	29	0.5	N/o Sunset, W/o Benedict off Angelo Drive
BRIGHTON WAY, Urban Design		9360-9699					E-W, Bus. Triangle, bet. Rexford & Wilshire
			60	**16**	**34**	**10**	Wilshire- ALLEY E/o Canon
			60	12.5	35	12.5	Alley E/o Canon-Crescent
BURK PLACE		600-699	40	5	30	5	Trousdale, off Carla Ridge, S/o Loma Vista
BURTON WAY (*see map)	8800-9366* 9135-9385*						E-W, San V.-S. Santa Monica bet. Wilshire/N. Santa Monica
NORTH & SOUTH ROADWAY	(Rexford to Alpine varies)		170	12.5	35.5		(74' MEDIAN) Rexford to E/o OAKHURST
					35.5	12.5	
SOUTH ROADWAY ONLY	(EXCLUDES MEDIAN)		48.5	0.5	35.5	12.5	E/o Oakhurst to Doheny
			47.5	0.5	34.5	12.5	Doheny Dr. To Robertson
CABRILLO DRIVE		1100-1199	30	6	18	6	Off Coldwater, N/o Loma Linda
CALLE VISTA DRIVE (**varies in sections)		1100-1199	**	**	**	**	N/o Doheny Road, between Schyler & Foothill
		**	35	11	16	8	Doheny Rd. approx. 1119
		**	30	7	16	7	Aprrox. 1119-a[[rpx. 1149
		**	34	7	20	7	Approx. 1149 to end
CAMDEN DRIVE (*see map)	100-499*	300-999*					N-S, S.City limits to Benedict, W/o Rodeo
			60	12.5	35	12.5	S. City limit to Wilshire
			70	5	53	12	Wilshire- 550' N/o Wilshire

			70	12	46	12	550' N/o Wilshire to S.M.
			70	14	42	14	Santa Monica to Benedict
CANON DRIVE (*see map) urban design **bold**	100-499*	100-899*					N-S, S.City limits to Sunset, W/o Crescent
			55	12.5	30	12.5	S. City limit to Wilshire
			84	**15**	**54**	**15**	Wilshire to Santa Monica
			80	15	50	15	Santa Monica to Sunset
CARLA LANE		1300-1399	40	5	30	5	Trousdale, South end of Carla Ridge
CARLA RIDGE (*see map)		1430-1966* 1970-1998* 1435-1999*	40	5	30	5	Trousdale, from City limit N/o Loma Vista to S/o Usher Place. West Boundary of
CARMELITA AVENUE		9110-9899	70	14	42	14	E-W, between Santa Monica and Sunset
CAROLYN WAY		1000-1199	40	5	30	5	Between Beverly Drive & Benedict, N/o Sunset
CARSON ROAD (*see map)	100-299*	100-201*	60	12	36	12	N-S, bet. Willaman and Stanley, N/o Clifton to Gregory. (becomes Sherbourne Dr. in LA)
CASTLE PLACE		400-499	40	5	30	5	Trousdale, off Loma Vista Drive
CHALETTE DRIVE		500-599	40	5	30	5	Trousdale, off Loma Vista
CHANRUSS PLACE		1200-1299	30	3	24	3	Off Laurel Way, between Beverly Dr. & Benedict
CHARLEVILLE BLVD.		8536-9901					E-W, LeDoux-S. Santa Monica bet. Wilshire & Olympic
			60	10	40	10	Durant to Railroad Track
			60	12.5	35	12.5	Durant to Robertson
			60	12	36	12	Robertson to LeDoux
CHEROKEE LANE [North side is in Los Angeles.] (*see map)	**EVEN #'s ONLY: 9300-9330*		50 **	5**	40**	5**	Noth west Boundary Traousdale estimates at North City limit end of Loma Vista Drive.
CHEVY CHASE DRIVE	1000-1099 1700-1799		50	10.5	29	10.5	N/o Sunset, W/o Benedict N/o Roxbury
CHRIS PLACE		400-499	40	5	30	5	Trousdale, N/o Dabney, off Loma Vista Drive
CINTHIA STREET (*see map)		800-899*	70	**16	**38	**16	N/o N. Santa Monica, bet. Sunset & Doheny Dr. (becomes CYNTHIA in LA)
	**Survey Crew & Records Search: Revision						
CLARK DRIVE (*see map)	100-499*	100-399*					N-S, Burton to S. City limits, bet. Swall/Rbtson
			55	12.5	30	12.5	Burton to 1st alley So.
			60	12.5	35	12.5	1st alley So. To Clifton
			55	12.5	30	12.5	Clifton- So. City limits
CLIFTON WAY (*see map)		8450-9398* 8453-8499* 8537-9399*	60	12.5	35	12.5	E-W, between Santa Monica and Wilshire, E. City limits to Canon Drive
CLINTON PLACE		600-699	40	5	30	5	Trousdale, off Carla Ridge, S/o Loma Vista
COLDWATER CANYON DRIVE		1000-1299*					N-S, N/o Sunset, Beverly Dr. to N. City Limits

(*see map)			65	12.5	40	12.5	Beverly Dr. to Cabrillo
			62.5	10	40	12.5	Cabrillo - 1209 Coldwater
			65	12.5	40	12.5	1209 Cdwtr.-N.City Limits
COLE PLACE		600-699	40	5	30	5	Trousdale, off Carla Ridge, S/o Loma Vista
COMMERCIAL CENTER STREET		400-499	36	0.5	29.5	6	Off Maple, S.o Beverly Blvd., N/O Alden Drive
			(*Clockwise)				
COPLEY DRIVE	NO STREET #'s		50	10	30	10	Off Sunset, N/o Greenway near W. City limits
COPLEY PLACE		100-199	50	10	30	10	Southerly extension of Copley Drive
CORD CIRCLE		800-899	50	10	30	10	Off Doheny Rd., N/o Sunset, bet. L.Vista/H'crest
COVE WAY		1000-1099					Off Hartford, N/o Sunset, to Summit Drive
			40	5	30	5	Hartford to 1031 Cove
			30	3	24	3	1031 Cove to 1035 Cove
			38	11	24	3	1035 Cove to PRC @ 1035
			35	8	24	3	PRC @ 1035 to Summit Dr
CRESCENT DRIVE (*see map)	100-499*	1000-1099*					N-S, S. City limits to N/O Lexington, E/o Canon
			55	12.5	30	12.5	S. City limit to Wilshire
			74	6	56	12	Wilshire-S. Santa Monica
			80	5	70	5	South to North S. Monica
			80	15	50	15	N. S.Monica to Sunset
			60	10	40	10	Sunset to Lexington
			60	12	36	12	Semicircle N/o Lexington
DABNEY LANE		400-499	40	5	30	5	Trousdale, off Loma Vista, N/O Doheny ROAD
DANIELS DRIVE (*see map)	400-499*		40	5	30	5	Intersection Virginia & Peck, S/o Olympic
DAYTON WAY (*see map)		8800-9599*					E-W, S/o Burton, Robertson to Wilshire (becomes COLGATE in LA)
			60	**10**	**28**	**22**	Wilshire to Canon
			60	12.5	35	12.5	Canon to Robertson
DELLA DRIVE		1025-1099	40	5	30	5	Off Summit Drive, East of Benedict, N/o Sunset
		1028-1098					
DOHENY DRIVE (*see map)	100-499*	100-398*					East City boundary, Whitworth to N. City limits, EXCLUDING Burton Way to S/o Beverly BLVD., then West side only to N.City limits
		101-399*					
W/Side{	ODD #'s ONLY	417-813*					
			70	12	46	12	S. City limit to Wilshire
			70	12	42	16	Wilshire to Burton Way
**West side ONLY in Beverly Hills		**	70	12	48	10	S/o Bev. Bd. -N. City limit
	B.H. PORTION={		[30]	[12]	[18]	---	S/o Bev. Bd.-Sta. Monica
			[40]	[12]	[28]	---	N/o S. Monica-N.City limit
DOHENY ROAD (*see map)		330-698*					N/o Sunset, from E. City limit to

		355-699*	60	10	40	10	Foothill Road. (NOTE: Sierra Place to E. City limit, south side only in Beverly Hills.)
DRURY LANE		400-499	50	5	40	5	Trousdale, between Loma Vista & Hillcrest
DURANT DRIVE		9800-9999	70	10	50	10	S/o S. Santa Monica, Moreno to Lasky Drives
EL CAMINO (*see map)	100-499*						N-S, bet.Rodeo/Beverly Dr. S/o Olympic to Wilshire
			60	12.5	35	12.5	S. City limit to Charleville
			70	12.5	45	12.5	Charleville to Wilshire
ELDEN WAY		1000-1099	40	5	30	5	N/o Sunset, off Crescent semicircle
ELEVADO AVENUE		9100-9899	70	14	42	14	E-W, Doheny Dr. -Whittier bet. N. Santa Monica -Sunset
ELM DRIVE (*see map)	100-499*	100-899*					N-S, So. City limits to Sunset, E/o Beverly Dr.
			55	12.5	30	12.5	S. City limit to Wilshire
			67	16	35	16	Wilshire to Burton Way
			70	17.5	35	17.5	Santa Monica to Sunset
EL RETIRO WAY		1100-1199					Bet. Schuyler/Calle Vista N/O Doheny Road
			35	4	25	6	Schuyler to alley
			30	6	18	6	Alley to end
ENDRINO PLACE		600-699	40	5	30	5	Trousdale, off Carla Ridge, bet. Williams/Cole
EVELYN PLACE (*see map)		400-599*	40	5	30	5	Trousdale, last N-S from S/o L. Vista-N.City limits. N/end leads into L.A.
FOOTHILL ROAD		200-999					N-S, from Rexford N/o Wilshire - N/o Doheny RD.
			67	16	35	16	Rexford to Santa Monica
			70	17.5	35	17.5	Santa Monica to Sunset
			60	10	40	10	Sunset to Doheny Rd.
			35	4	30	1	Doheny Road to end
GALE DRIVE	200-299	100-199	60	12	36	12	N-S, Gregory to San Vicente, E/o La Cienega
GARDEN LANE		1000-1099	30	3	24	3	Off Marilyn, between Laurel Way & Summit Dr.
GLEN WAY		900-999	30	5	20	5	Off Hartford, N/o Sunset E/o Benedict Canyon
GREENACRES DRIVE* (*incorrectly on some maps as 'Place')	1700-1740	1705-1735	50	5	35	10	West off Benedict, N/o Tropical, near North City limits
GREENWAY DRIVE		800-899	60	15	30	15	S/o Sunset, nr.W. City limits, W/o Whittier
GREGORY WAY (*see map) (NOTE: NORTH side only between LeDoux/Robertson is in B.H.)		8300-8536*					E-W, between Tower DRIVE and Spalding Drive, South of Charleville and North of Olympic
		8800-8798-					
		8301-9799*					
			60	12.5	35	12.5	Spalding to Robertson
			60	12	36	12	Robertson to Tower Drive

HAMEL DRIVE (*see map)	200-299	100-199	60	12	36	12	N-S, N/o Clifton-Gregory bet. Arnaz & Willaman (becomes Shenandoah St. in Los Angeles)
HAMILTON DRIVE	200-299	100-199	60	12	36	12	N-S, Gregory to San Vicente, E/o La Cienega
HANOVER DRIVE (*see map)		1000-1040*					
		1001-1029*	var.	var.	29	var.	W. City limits, N/o Sunset, W/o Benedict, off Ridgedale Drive
HARTFORD WAY		900-1099					N/from intersection of Sunset & Benedict Cyn.
			40	5	30	5	Sunset to Lexington
			70	14	42	14	Lexington to Benedict
HAYNES AVENUE		500-599	40	5	30	5	Trousdale, N/o Usher, Off Carla Ridge
HILLCREST ROAD		500-1199					N-S, N/o N. Santa Monica bet. Palm and Arden
			70	17.5	35	17.5	N. Santa Monica to Sunset
			60	10	40	10	Sunset to Drury Lane
			50	5	40	5	Drury Lane to Barrie
			var.	5	var.	5	Barrie to EC of curve past Barrie
			40	5	30	5	EC to end
HILLGREEN DRIVE (*see map)	400-599*		50	9	32	9	S/W City limits, W/o Spalding, S/o Olympic
HILLGREEN PLACE (*see map)		9800-9899*	50	9	32	9	S/W City limits, W/o Spalding, S/o Olympic
LA ALTURA ROAD		1100-1199	30	6	18	6	N/o Doheny ROAD, bet. Calle Vista & Schuyler
LA CIENEGA BLVD. (*see map)	200-399*	1-199*					
		2-230*	100	15	70	15	N-S, between Olympic & Clifton, E/o Robertson
LAGO VISTA DRIVE		1200-1298					West off Coldwater Canyon, N/o Loma Linda
		1201-1265					
			35	6.5	22	6.5	Coldwater- Monte Cielo
			33	6.5	20	6.5	Monte Cielo to end
LAGO VISTA PLACE		1200-1299	30	4	22	4	Off Lago Vista, W/o Coldwater, N/o Loma Linda
LA PEER DRIVE (*see map)	100-499*	100-399*	55	12.5	30	12.5	N-S, S. City limits to S/side Burton, W/o Swall E/o Almont
LASKY DRIVE	100-299		70	10	50	10	N-S, Moreno to Wilshire & South Santa Monica
LAUREL LANE		1200-1299	30	5	20	5	Off Laurel Way, W/o Beverly, S/o Chanruss Place
LAUREL WAY (*see map)		1000-1240*					
		1001-1231*					North of Sunset, West of Beverly Drive
			40	5	30	5	Beverly Dr. to Carolyn
			var.	var.	var.	var.	Carolyn to Laurel Lane
			40	5.5	29	5.5	Laurel Ln. to Sunnyvale
			40	6.5	27	6.5	Sunnyvale to first hairpin turn
			36	4.5	27	4.5	Hairpin turn to end

LE DOUX ROAD (*see map)	100-398*	100-198*					N-S, Olympic to N/o Clifton, bet. Stanley & LaCienega- EAST SIDE OF LEDOUX ONLY IN BH OLYMPIC TO GREGORY
	101-299*	101-201*					
			60	12	36	12	Gregory to N.City limits
	BEVERLY HILLS		6} 30		18	12	Gregory to N.City limits
	LOS ANGELES		0} 30	12	18		(PL @ N/side Olympic)
LEONA DRIVE		1200-1299	30	3	24	3	East, off Benedict Cyn just S/of N. City limit
LESLIE LANE		500-599	40	5	30	5	Trousdale, N/o Usher, west off Loma Vista
LEXINGTON ROAD		1000-1999	70	14	42	14	Alpine to Whittier, N/o Sunset Blvd.
LINDACREST DR. (*see map)	NO STREET #'s		40	4	32	4	East off Coldwater, between Cabrillo & Lago Vista (NOT NAMED ON STANDARD CITY MAP)
LINDEN DRIVE	100-399	400-899					N-S, Olympic to Whittier E/o W. City limits and McCarty Drive
			60	12.5	35	12.5	Olympic to Wilshire
			70	12	46	12	Wilshire to Whittier
LOMA LINDA DRIVE		1100-1199					West off Coldwater, N/o Beverly Drive
			47	8	26	13	Coldwater to 1st BC
			var.	8	26	var.	1st BC to 1154 Loma Linda
			42	8	26	8	1154 to BC @ 1166 Loma Linda
			var.	var.	var.	var.	1166 to EC @ 1176 Loma Lnda
			30	4	22	4	1176 to knuckle @ end of Loma Linda
			20	4	12	4	At end of Loma Linda
LOMA VISTA DRIVE (*see map)		800-2020*					N-S, Trousdale, Mountain Drive to N. City limits (NORTH SIDE NR. N. CITY LIMITS BECOMES CHEROKEE LANE IN LOS ANGELES)
		801-2099*					
			50	10	30	10	Mountain to Doheny Rd.
**Per Survey Crew (4/84)		**	60	10	40	10	Doheny Rd. to Drury Ln.
			50	5	40	5	Drury to end @ Cherokee
LOMITAS AVENUE		9470-9899	70	14	42	14	E-W, Maple @Sunset to Whittier, N/o N.Santa Monica
MAPLE DRIVE (*see map)	100-499*	100-798*					N-S, S. City limits to Sunset, between Palm and Rexford (becomes GLENVILLE DR. in LA)
		101-899*					
			55	12.5	30	12.5	Whitworth to Wilshire
			67	16	35	16	Wilshire to S.Santa Monica
			70	17.5	35	17.5	N.S.M. to Lomitas /S's
MARILYN DRIVE		1000-1199	40	5	30	5	N/o Sunset, from Carol to Summit, between Beverly Dr. & Benedict

MARTIN LANE		400-499	40	5	30	5	Trousdale, E/o Loma V. N/o Chalette Drive
MAYTOR PLACE		1100-1199	40	5	30	5	Trousdale, off Barrie Dr. N/o bend in Hillcrest, N/o Wallace Ridge
McCARTY DRIVE	100-399		60	12.5	35	12.5	N-S, bet. Linden & Roxbury, Olympic to Wilshire
MIRADERO ROAD		1100-1199	30	var.	var.	var.	Off Schuyler, N/O Calle Vista, bet. Schuyler/Cwtr
MONTE CIELO DRIVE (*see map)		1200-1299*	35	6.5	22	6.5	At N. City limits, off Coldwater Canyon
MONTE LEON DRIVE		800-899	38	4	30	4	N/o Sunset, E/o Hillcrest S/o Doheny Road
MONTE LEON LANE		9340-9398 9345-9399	38	4	30	4	N/o Sunset, E/o Hillcrest S/o Doheny Road
MORENO DRIVE (*see map)	200-298* 213-299*		60	12.5	35	12.5	South of S. Santa Monica @ W. City limits, to Spalding, just N/o Olympic Blvd.
MOUNTAIN DRIVE		500-699	50	10	30	10	N/o Sunset, between Foothill & East City limits. Two entries/ exits on Sunset, leads into Loma Vista & S/end Schuyler
OAKHURST DRIVE (*see map)	100-499*	100-799*					N-S, S. City limits to Cinthia. Between Doheny Dr. & Palm
			55	12.5	30	12.5	S. City limits to Wilshire
			67	16	35	16	Wilshire to Santa Monica
			70	14	42	14	Santa Monica to Carmelita
			70	17.5	35	17.5	Carmelita to Cinthia
OLYMPIC BOULEBARD (*see map)		8800-9899*	100	15	70	15	E-W, Robertson-W.City limits, bet. Wilshire/Whitworth. (LA CIENEGA TO LE DOUX FOLLOWS PROPTY. LINE N/O SIDEWALK. ALL STREET & SIDWALK IN LOS ANGELES)
OXFORD WAY		900-999	40	5	30	5	N/o Sunset, off Hartford, E/o Benedict, S/o Lexgtn.
PALM DRIVE (*see map)	100-499*	100-799*					N-S, S.City limits to Sunset, bet. Doheny/Maple
			55	12.5	30	12.5	S. City limits-Wilshire
			67	16	35	16	Wilshire to Santa Monica
			70	17.5	35	17.5	Santa Monica to Sunset
PAMELA DRIVE		1000-1099	40	6.5	27.5	6	N/off Hartford, E/o Benedict, N/o Lexington
PARK WAY		1200-1499*	80	15	50	15	E-W, N/o N. Santa Monica, bet. Rodeo & Crescent
PECK DRIVE (*see map)	100-499*		60	12.5	35	12.5	N-S, S. City limits to Wilshire, bet. Camden & Bedford
PICKFAIR WAY		1100-1199	25	MINUS	var.	MINUS	Between Summit & San Ysidro, E/o Benedict

PINE DRIVE		1100-1199	40	5	30	5	N/o Sunset, E/o Benedict bet. Marilyn & Laurel Way
(PHYSLLIS STREET)	W/o Doheny Drive, N/o Cinthia @ N. City limit. S/side is rear of Cinthia Properties only and becomes alley leading to Sunset. North side is in West Hollywood.						
REEVES DRIVE	100-399		55	12.5	30	12.5	N-S, bet. Canon/Beverly, N/o Lexington, S/o Wilshire
REXFORD DRIVE (*see map)	100-499*	100-1099*					N-S, S. City limits- Bev. N/o Lexington, E/o Crescent
			55	12.5	30	12.5	S. City limits- Wilshire
			60	12.5	35	12.5	Wilshire to Burton Way
			70	12	51	7	Burton Way to Santa Monica
			70	14	42	14	Santa Monica to Beverly
RIDGEDALE DRIVE (*see map)		1000-1099*					W/o Benedict, N/o Sunset bet. Bridle Lane & Hanover Drive from Chevy Chase
		1700-1799*	30	0.5	29	0.5	
ROBBINS DRIVE		9900-9999	60	12.5	35	12.5	Bet. Lasky/Moreno, N/o Young, S/o S. Santa Monica
ROBERT LANE		400-499	50	5	40	5	E-W, N/o Doheny ROAD, bet. Loma Vista & Hillcrest
ROBERTSON BLVD. (*see map)	100-298*	100-228*					N-S, S. City limits- SW coner. Burton bet. LaC&Doheny. BH W/side only Whitworth to Gregory & from Burton to N/o Clifton Way.
	101-499*	101-399*					
** 10' BH setbk	ORIGINAL		80	15	50	15	LA side Whitworth 1/sec.
*** 10' LA setbk	LISTING		70	**13	54	***3	BH side Whitworth 1/sec.
**** Depends on interpretaion of LA/BH bndry	70---3---54---13		**	**3	54	***13	Whitworth to Gregory
,*,**** SEE DWGS. #1009, 1010,1011,1012	60---3---54---3		****	**3	54	***3	Gregory to N/o Clifton
	65---12.5---42.5---10		**** var.	****	**** var.	****	N/o Clifton-SE CR. Burton
RODEO DRIVE updated for Urban Design (*see map)	100-499*	200-899*					N-S, Sunset to S. City limits, W/o Beverly DR.
			60	12.5	35	12.5	S. City limits- C'ville
			70	12.5	45	12.5	Charleville-Whilshire
			84	19	46	19	Wilshire-Santa Monica
			(84)	12	**	12	
			**MEDIAN 300/400 BLOCKS				Street: 27' East &27' West, curb face to curb face
			100	14	72	14	Santa Monica to Sunset (8' MEDIAN)
ROXBURY DRIVE (*see map)	100-499*	400-1099*					N-S, S/ City limits to Benedict, N/o Lexington W/o Bedford, E/o Linden
			80	12.5	55	12.5	S. City limits- Olympic
			60	12.5	35	12.5	Olympc to Wilshire
			70	12	46	12	Wilshire to Santa Monica

			70	17.5	35	17.5	Santa Monica to Benedict
SANTA MONICA BLVD. ** (NORTH ROAD WAY) (** STATE HIGHWAY)							Main East- West street, E. City limits @ Doheny DR. to W/City limits W/Wilshire, N/o S. Santa Monica
			85	20	63	2	W. City limits-Wilshire
			85	9	71	5	Wilshire-Walden
			85	20	60	5	Walden-Canon
			102	20	63	19	Canon-Rexford
			85	20	63	2	Rexford-Alley E/o Sierra
			85	20	65	0	Alley E-o Sierra to Doheny Drive ***
							***NOTE: Transition @ Oakhurst/Doheny N.&S. varies due to configuration of traffic flow @East City limits.
SANTA MONICA BLVD. (SOUTH ROADWAY) (*see map)		9100-9999*					E-W, Doheny DR. to Alpine & Rexford to W. City limits, W/o Wilshire, SOUTH of NORTH Santa Monica
			80	10	60	10	W.City limits/Moreno to Lasky @ Wilshire
			75	10	50	15	Walden to Rodeo
			70	10	50	10	Rodeo to Beverly Drive
			60	10	40	10	Beverly Drive to Canon
			75	10	55	10	Canon to Rexford
			70	19	38.5	12.5	Alpine-Beverly BLVD.
			70	20	37.5	12.5	Beverly Blvd.- Doheny Dr.
SAN VICENTE BLVD. (BH SIDE ONLY) (*see map)	ODD #'s ONLY	101-225*	60	12	46	**2	Easternmost City limits, Wilshire to N/o Clifton (** CENTER MEDIAN)
SAN YSIDRO DRIVE (*see map)		1100-1176* 1101-1167*					N/o Sunset, E/o Benedict @ Tower ROAD, Between Summit & Tower ROAD
			42.5**	10**	32**	0.5**	Tower ROAD to Pickfair (**CHANGES IN BETWEEN)
			52.5	10	32	10.5	Pickfair-N.City limits
SCHUYLER ROAD (*see map)		1000-1198* 1001-1127*					North of Montain Drive N/o Sunset, W/o Loma Vista & E/o La Altura
			50	10	30	10	Mountain to Doheny Rd.
			40	7.5	25	7.5	Doheny- EC N/o Calle Vista
			var.	var.	var.	var.	EC to North City limits
SHADOW HILL WAY		1000-1299					N/o Sunset & Lexington West off Beverly Drive
			40	5.5	29	5.5	Beverly Dr.-Sunnyvale
			40	6.5	27	6.5	Sunnyvale-S/o Steven
			36	4.5	27	4.5	Approx. 1131 S/o Steven to North City limits

SHIRLEY PLACE	400-499		60	12	36	12	S/o Olympic, bet. W.City limits & Spalding, Olympic to Spalding
SIERRA DRIVE		500-899					N-S, N. Santa Monica to N/o Sunset, W/o Oakhurst
			70	17.5	35	17.5	N. Santa Monica-Cinthia
			var.	var.	var.	var.	Cinthia-S/side Sunset
			50	10	30	10	N/side Sunset to Sierra PLACE@ N/end Alta Dr.
SIERRA PLACE		800-899	50	10	30	10	N/o Sunset, N-S between Doheny ROAD @ Hillcrest & Sierra DRIVE @ Alta
SMITHWOOD DRIVE (*see map)	400-504* 401-499*		60	12.5	35	12.5	NW to SW, S/o Olympic, off Beverwil to South City limits @ Whitworth
SPALDING DRIVE	100-499						N-S, Wilshire to S. City limits @ Hillgreen, W/ Linden, E/o W. City limits
			70	10	50	10	Wilshire to Olympic
			60	12	36	12	Olympic to S. City limit
STANLEY DRIVE (*see map)	100-299*	100-201*	60	12	36	12	N-S, N/o Clifton to South City limits @ Gregory, W/o Robertson (becomes Holt in LA)
STEVEN WAY		1200-1299	36	4.5	27	4.5	Nr. N. City limits N/o Sunset, bet. Laurel Way Shadow H., W/o Beverly
STONEWOOD DRIVE (may be shown as Vivien View Lane on obsolete maps)		500-599	var.	3	27	var.	East off Schuyler, N/o Doheny ROAD, N/o Sunset
SUMMIT DRIVE (*see map)		1000-1199*					E/off Benedict, N/o Hartford, Benedict-N.City limits (becomes SUMMITRIDGE &
			30 28.75	0.5 0.5	29 27.5	0.5 0.75	Benedict to Della Drive (Varies)
			var.	var.	var.	var.	Della Dr. to Cove Way
			var.	var.	var.	var.	Cove Way to N. City limit
SUMMITRIDGE PLACE (*see map)	**	1301-1351*					Tip of LOS ANGELES street @ N. City limits W/o San Ysidro, E/o Summit Dr., N/o Sunset
	**	1300-1360*	28	3	20	5	
	** See Tr. Map #22455, Lots 1&2, which indicates only two lots and two street addresses (1350, 1360), although this list states 1301-1351, 1300-1360. BH reverse street directory lists 1314,1360, 1375. BH Water Customer Service has NO account for 1314. BH Planning Dept. made exhausting research that established Assessor record of ONLY 1360. A sewer line does extend slightly in to L.A. - see Drwg. 2223. (Special notation dated 10/21/80)						
SUNNYVALE WAY	1000-1198 1001-1099		50	15	29	6	N/o Sunset, W/o Laurel Way, E/o Shadow Hill
SUNSET BOULEVARD (*see map)		9288-9996* 9289-9925*					Main East-West street. East to West City limits, north of Santa Monica
			100	25	50	25	W.City limits- Greenway
			100	25	50	25	Greenway to Whittier
			112	16	54**	16	Whittier Drive to Camden Drive
			** ROADWAY 27'N, 27'S				

		26' MEDIAN	110	15	54**	15	Camden Drive to East of Crescent Drive
			** ROADWAY 27'N, 27'S				
			112	16	54**	16	Alley E/o Crescent to 1st alley E/o Rexford
			** ROADWAY 27'N, 27'S				
			116	16	58**	16	1st alley E/o Rexford to East City limits
			** ROADWAY 27'N, 31'S				
SUTTON WAY (*see map)		1100-1199*	60	10	40	10	N. City limits @ Beverly Dr., NW of Coldwater Canyon
			(SCALED DISTANCES)				
SWALL DRIVE (*see map)	100-499*	100-333*					N-S, Burton to S. City limits, W/o Clark Drive
			55	12.5	30	12.5	Burton-1st alley south
			60	12.5	35	12.5	1st alley south-Clifton
			55	12.5	30	12.5	Clifton-South City limit
THIRD STREET, WEST (*see map)		9148-9393*	60	12.5	35	12.5	E-W, Alpine to Oakhurst N/o Burton Way, S/o Santa Monica
		9143-9399*					
TOWER DRIVE	200-299		60	12	36	12	N-S, Gregory @ S. City limits to Wilshire, W/o San V., E/o La Cienega
TOWER ROAD (*see map)		1000-1162*					East off Benedict Canyon @ San Ysidro, N/o Summit Drive, south of N/City limis
		1101-1155*					
			32.5	2.5	29.5	0.5	San Ysidro to 800' N'ly
			27.5	3	24	0.5	800' N'ly.-Tower Grove
			30	var.	22	var.	Tower Grove-N.City limits
TRENTON DRIVE		600-799	70	17.5	35	17.5	N-S, Wilshire-Whitworth N/o North Santa Monica
TROPICAL AVENUE		1700-1799	40	2.5	35	2.5	N/o Sunset, West off Benedict Cyn., North of Ambassador, South North City limits
			(CURB TO CURB, MEASURED IN FIELD)				
TROUSDALE PLACE		300-499	40	5	30	5	Trousdale, E/off Loma Vista, N/o Chris Place
USHER PLACE		500-599	40	5	30	5	Trousdale, between Carla Ridge & Loma V., N/o Dabney Lane
VICK PLACE		500-599	40	5	30	5	Trousdale, off Arkell, N/o Haynes Avenue
VIRGINIA PLACE		9500-9599	60	12.5	35	12.5	E-W, between Rodeo & Peck , S.o Olympic
WALDEN DRIVE		500-898					N-S, N/o North Santa Monica to W/o Whittier, E/o Trenton, W/o Linden
		501-799					
			70	17.5	35	17.5	N.Santa Monica-E/side of Whittier
			30	3	24	3	W/side Whittier to end
WALKER DRIVE		400-499	40	5	30	5	T'dale, N/end Carla R., N/o L. Vista, nr.N.City limits
WALLACE RIDGE		1000-1199	40	5	30	5	T'dale, N-S, Hillcrest to L.Vista, N/o Drury
WETHERLY DRIVE (*see map)	100-499*	100-333*	55	12.5	30	12.5	N-S, S. City limits to S/side Burton, E/o Doheny, W/o Almont
WHITTIER DRIVE (*see map)		600-699*					N-S, S.City limits to S/side Burton, E?o Doheny, W/o Almont

			70	17.5	40	12.5	Wilshire- Elevado
			var.	var.	var.	var.	Elevado to S/o Trenton
(+ spl. 14' EASEMENT WEST SIDE STREET)		50.5'		0.5	35	15	S/o Trenton to Walden
			70	20	35	15	Walden to Lexington
			40	5	30	5	Lexington-N.City limit
WHITWORTH DRIVE (*see map)		8801-9499*	60	12.5	35	12.5	
		9400-9498*					E-W: NORTH SIDE ONLY IN BH FROM ROBERTSON TO INTERSECTION BEVERLY DR. Both sides BH from Beverly Dr. to Smithwood, S/o Olympic, E/o Beverwil W/ from Robertson
				E/OF ROBERTSON IN LA: 60' - 15' - 30 '- 15'			
WILLAMAN DRIVE (*see map)	100-299*	100-201*	60	12	36	12	N-S, Gregory @ S.City limits to N/o Clifton Way @ N.City limits, W/o Carson, E/o Hamel (becomes Bedford in LA)
WILLIAMS LANE		600-699	40	5	30	5	Trousdale, off Carla Ridge, N/o Arkell
WILSHIRE BOULEVARD (*see map)		8300-9999*	100	15	70	15	Main E-W street, East City limits to West City limits, N/o Olympic, S/o Santa Monica
WOODLAND DRIVE		1000-1099	42.5	2.5	30	10	N-S, N/o Lexington- Coldwater, Bridle Path, W/o Alpine E/o Rexford & Beverly Drive
YOUNG DRIVE		9900-9999	60	12.5	35	12.5	E-W, bet. Lasky/Moreno, N/o Olympic, S/o S. Santa Monica