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October 17, 2007

Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Gentlemen:

I am Allan Alexander, a long time resident of the City of Beverly Hills and a former Mayor of the City. For this matter before you, more importantly, I served for seven months as Co-Chair along with former Mayor Mark Egerman of the Beverly Hills Mass Transit Committee. The Committee was formed by the Beverly Hills City Council to recommend to the Council route alignments and station locations within Beverly Hills of the Westside extension of the Redline subway. Our Committee completed its work in January 2007 with the submission to the City Council of a Final Report of the Mass Transit Committee dated January 2007. I am providing to your Committee this evening for the record a copy of our Final Report. The Report can also be found on the City's website at [www.beverlyhills.org](http://www.beverlyhills.org).

The Mass Transit Committee was composed of 18 residents of Beverly Hills. We were assisted in our analysis by Kaku Associates, who are traffic consultants, as well as the City of Beverly Hills Public Works & Transportation Department. We studied four possible route alignments—one from the Hollywood/Hyland station in Hollywood and three from the Wilshire/Western station in Los Angeles.

I am pleased to inform you that the Committee recommendations were unanimous. The recommended route alignment of the four studied was the continuation of the Wilshire Redline from the Wilshire/Western station straight down Wilshire through Beverly Hills turning southwest under Santa Monica Blvd. to Century City and then to points further west (i.e. to Westwood and to the City of Santa Monica).

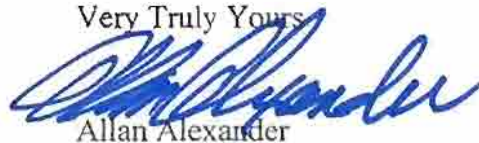
As for station locations, the unanimous recommendations were at or near La Cienega Boulevard and Wilshire Boulevard, at the east end of the City, and at or near Beverly Drive and Wilshire Boulevard in the business triangle at the westend of the City.

In addition, the Committee unanimously determined that the recommended station locations appear feasible as to the construction of the stations and manageable with respect to operations, security and potential disruption during the construction phase.

I recommend the Committee carefully read the Committee's Report if you have not already read it. I 100% support our conclusions. It is important to note that the recommendations of the Mass Transit Committee are not "political", but are analytic recognizing transit parameters as described in the Report.

I would be pleased to answer any questions about the Report or my views on these critical matters.

Very Truly Yours



Allan Alexander

# 9<sup>th</sup> Avenue Bicycle Facility & Complete Street Redesign W16<sup>th</sup> Street – W23<sup>rd</sup> Street



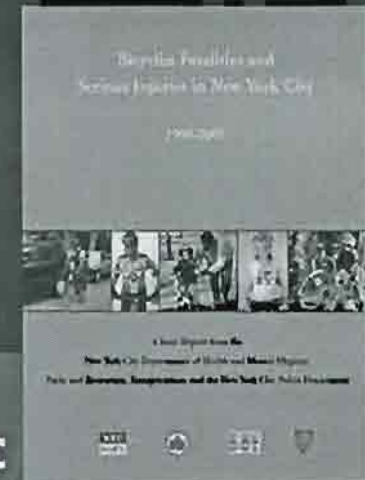
Office of Alternative Modes  
Traffic Operations Bureau

September 19, 2007  
Presentation to Manhattan CB4  
Transportation Committee

# Why are we here?



- Bicycle Fatality Study - Improve Safety
- Mayor's PlaNYC – A Greener Transportation Network
- 1997 Bicycle Master Plan



# NYC DOT Bicycle Program

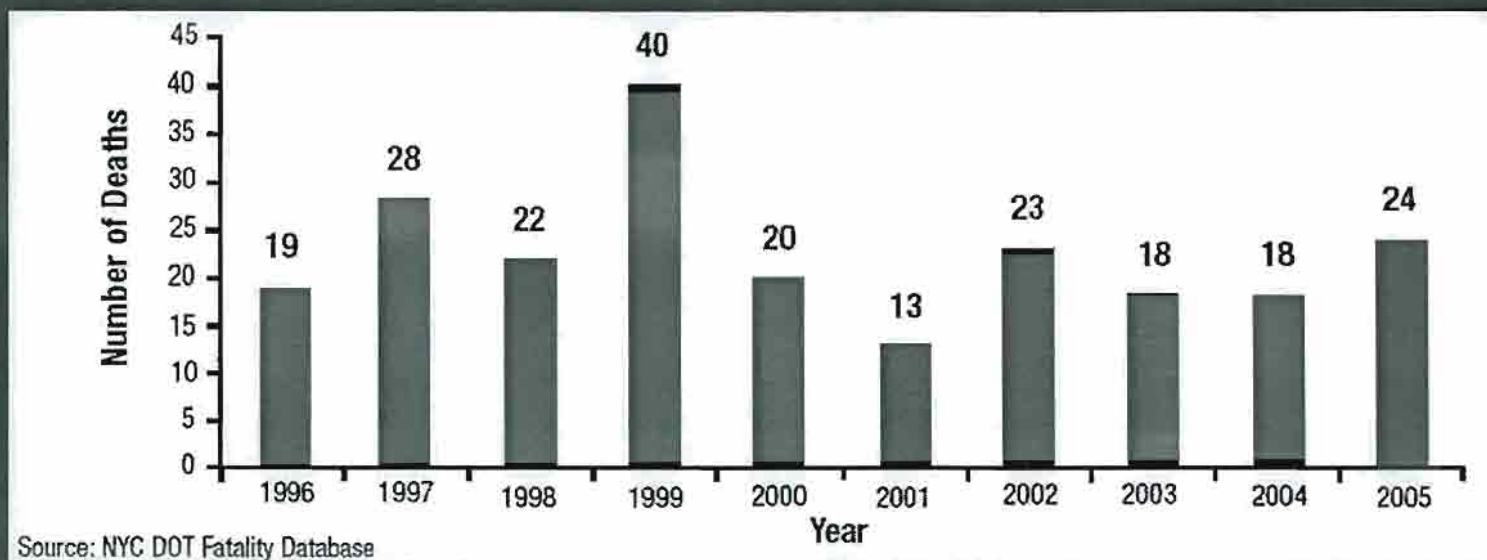
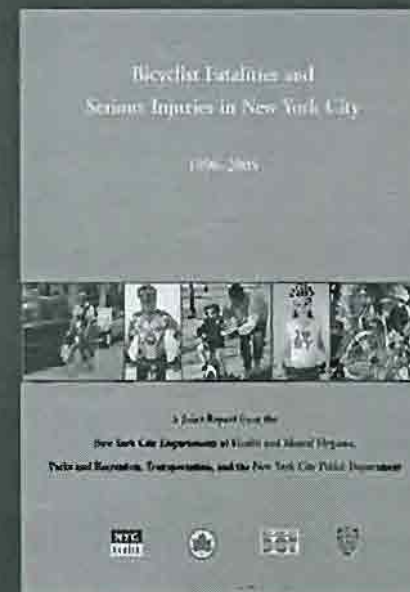


- 200 mile, 3 year bicycle route commitment
- Targeting Areas of High Demand & Key Connections
- Design Approach:
  1. Study Best Practices
  2. Apply & Interpret Standards & Guidelines to Constrained NYC Environment
  3. “Complete Streets” Design Philosophy

# Cyclist Safety in NYC



- Serious injuries declining
  - 41% decline in last decade
  - 46% decline adjusted for population
- Fatalities – no trend in last 10 yrs
  - Average 23 fatalities/yr
  - 17 fatalities in 2006



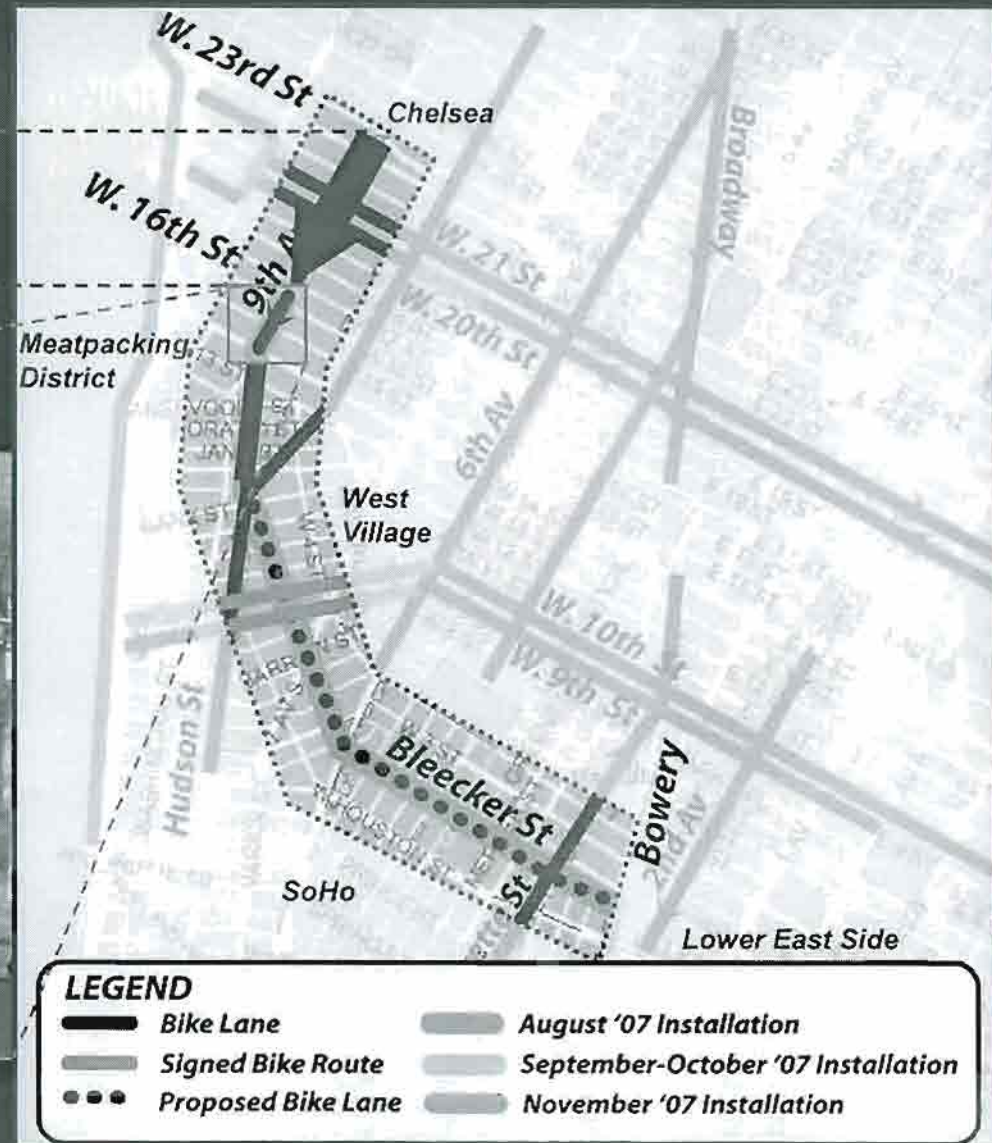
# Making Connections



## 9th Avenue Bicycle Facility W 23rd St – W 16th St



Rendering of New Gansevoort Plaza intersection of 9th Ave, Hudson and 14th Streets – one of many destinations.



# Current configuration

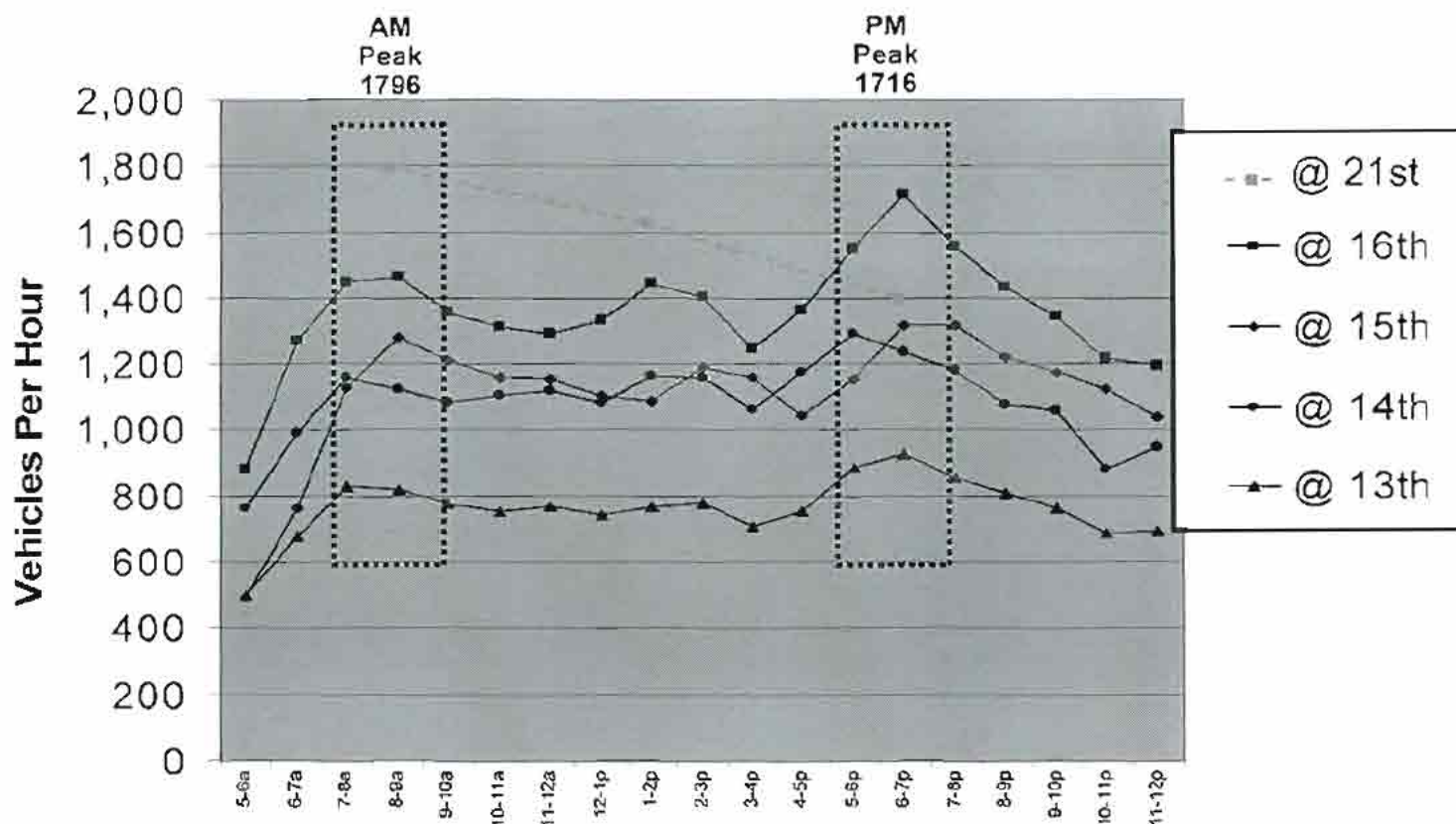


4 vehicle moving lanes, little pedestrian amenities, no bike facility

# Traffic Analysis



## 9th Avenue SB Traffic Volumes



- During peak hours never more than 1800 vehicles per hour
- Each travel lane comfortably accommodates 600 vehicles per hour
- Currently 4 travel lanes – excess capacity

# Bicycle Volumes

9<sup>th</sup> Avenue between W 18<sup>th</sup> & W 17<sup>th</sup> Streets

<b>Total Number of Cyclists</b>			<b>782</b>
		Total Male Cyclists	680
		Total Female Cyclists	102
		% of Male Cyclists	87%
		% of Female Cyclists	13%
<b>% of Total Helmet Use</b>			<b>29%</b>
		% of Male Helmet Use	21%
		% of Female Helmet Use	55%
<b>% of Total Cyclist Traveling with Traffic</b>			<b>91%</b>
		% of Male Cyclist	92%
		% of Female Cyclists	85%
<b>% Traveling Against Traffic</b>			<b>4%</b>
		% of Male Traveling Against Traffic	4%
		% of Females Traveling Against Traffic	4%
<b>% Traveling On Sidewalk</b>			<b>5%</b>
		% of males Traveling on Sidewalk	4%
		% of Females Traveling On Sidewalk	11%
<b>AM &amp; PM Peak Travel Hour &amp; Volume</b>			
AM Peak Hour		<b>8:30AM - 9:30AM</b>	<b>41</b>
PM Peak Hour		<b>5:45PM - 6:45PM</b>	<b>108</b>

Counts performed from 7AM – 7PM on July 10, 2007

# 9<sup>th</sup> Avenue Design – Complete Street



## **Safe and comfortable** street for all users

- Higher quality experience for cyclists of all levels
- Secure and pleasant pedestrian experience
- Conflict-free loading and unloading
- Thru vehicle movements accommodated
- Congestion-free surface transit

**A complete street meets needs of all users**

# Current configuration



9<sup>th</sup> Ave between 19<sup>th</sup> and 20<sup>th</sup> Streets – typical street configuration

## Pedestrian Experience – **Fair**

- long crossing distance (70')

## Cyclist Experience – **Poor**

- no cycling space

## Motorist Experience – **Acceptable**

- little to no congestion

## Parking/Unloading – **Acceptable**

- easy curbside access

## Transit – **Acceptable**

- local bus service

# On-street Bicycle Lane



Clinton Street, Brooklyn – Typical 5' wide, striped bicycle lane

# Buffered Bicycle Lane



8<sup>th</sup> Avenue, Manhattan – Buffered bicycle lane, 3 vehicle lanes

# Separated Bicycle Path



Tillary Street, Brooklyn – connecting to the Brooklyn Bridge

# Why this type of facility?



- Compliance Problems/Intrusion Rates of Striped, On Street (Class 2) Lanes
- Strong NYC Advocacy Call for “Protected” or “Segregated” or “Separated” Paths
- Success / Popularity of European Cycletrack Networks
- Success / Popularity of NYC Greenways Near City Center
- Potential Growth in Cycling / Mode Shift in NYC



Curbside-separated “Cycle-Track” in Copenhagen, Denmark

# Examples of Pedestrian Improvements



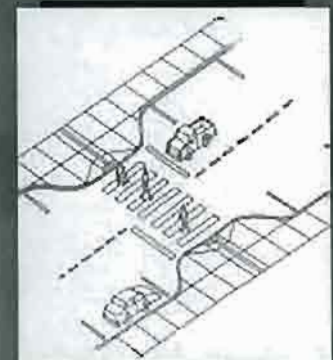
Pedestrian island with 'cut-through'



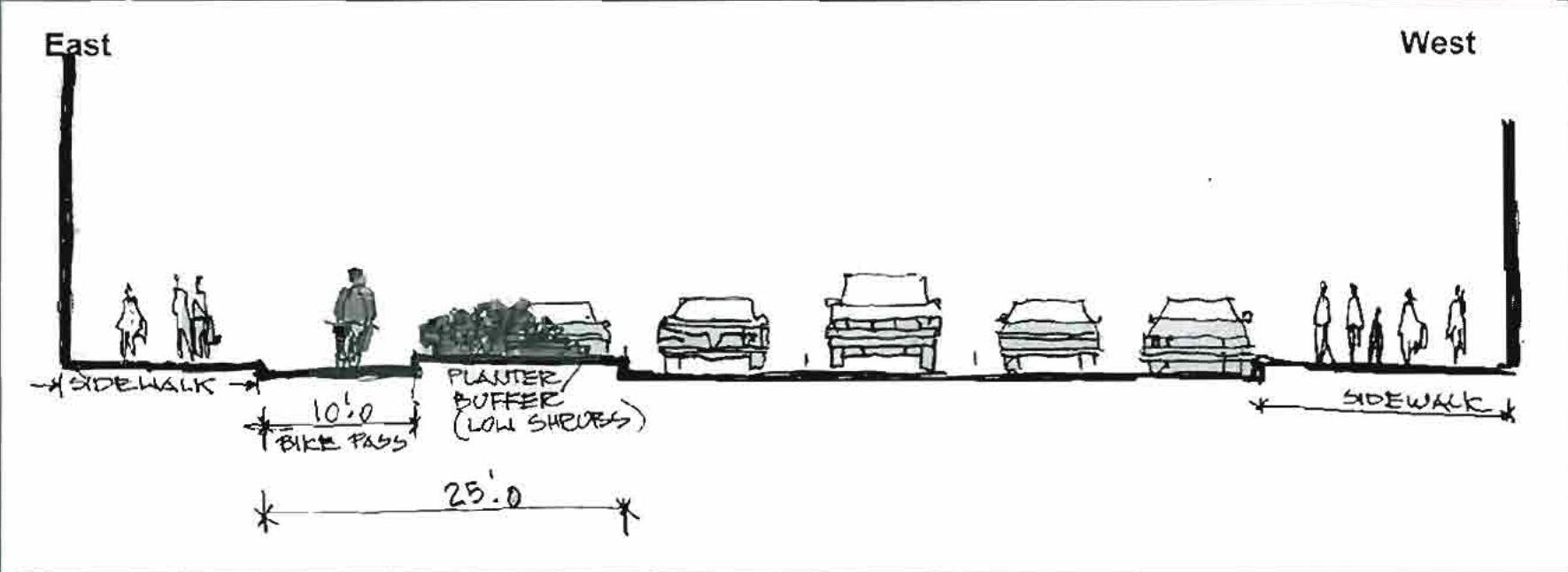
Curb extensions shorten crossing distance



Parking aligns with curb extension, giving pedestrians a view of oncoming traffic



# Design Proposal



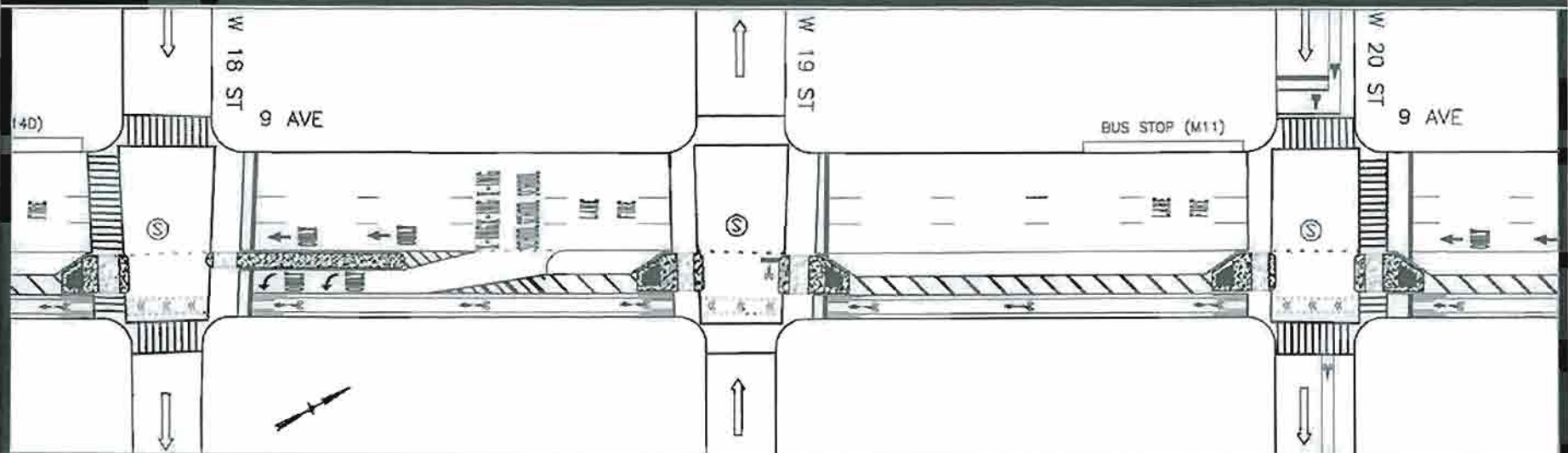
9th Avenue Cross-section

# Proposed configuration



3 vehicle moving lanes, pedestrian refuge islands, separated bike path

# 9<sup>th</sup> Avenue Short-Term Complete Street Design



## Pedestrian Experience

– reduces crossing distance by 25'

## Cyclist Experience

– planting beds

– separated bike path

– bicycle signals

## Motorist Experience

– sufficient lanes to handle volumes

– mobility restriction at banned left turn at W 20<sup>th</sup> St

## Parking/Loading

– single space meters replaced with multi space

– some parking loss where there are left turn bays

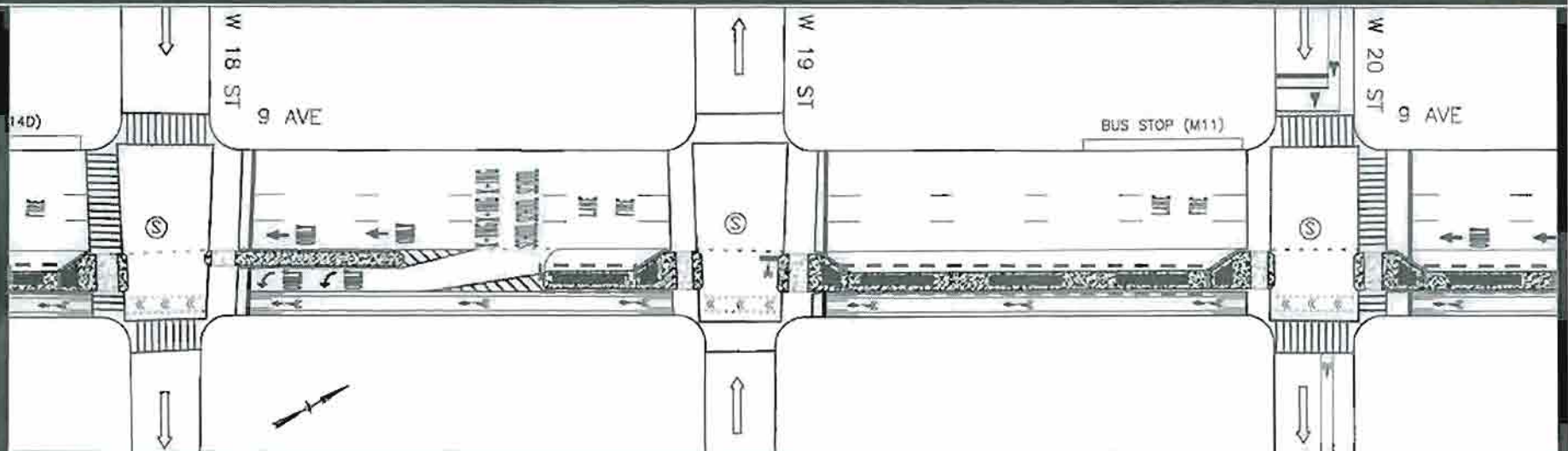
→ Three new loading zones

→ Net loss of about 20 metered parking spaces

## Transit

– bus service unchanged

# 9<sup>th</sup> Avenue Long-term Build-out



Pedestrian Experience – more green space opportunity

Cyclist Experience – more robust separation

Motorist Experience – no additional change

Parking/Unloading – no additional change

Transit – no additional change

# Project Summary



## Pilot Separated Bicycle Path

- Ten foot, one-way **signalized** bike path with 8' buffer
- Safe, comfortable facility

## Pedestrian Refuge Islands

- **Shortens crossing** distance from 70' – 45'
- **Greener** street with planting beds

## Left Turning Vehicles

- Left turn lanes at W 22<sup>nd</sup>, W 18<sup>th</sup> and W 16<sup>th</sup> Streets
- Left turns banned at W 20<sup>th</sup> Streets

## Parking

- Loss of ~20 metered parking spaces for left turn bays
- New Muni-Meters and loading zones

# End of Presentation





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