



Existing Roadway Characteristics - Crescent Drive (north of Santa Monica Bl):

- 2-lane roadway
- 50' curb to curb width
- 2-hour parking both sides of street
- Parking moderately occupied
- Peak hour traffic volumes approximately 800 vph
- Stop signs at most intersections, signalized at crossings with major arterials



Existing Roadway Characteristics - Crescent Drive (Santa Monica Bl to Wilshire Bl):

- 4-lane roadway
- 56' curb to curb width
- Metered Parking
- Parking fully occupied
- Signalized at cross streets



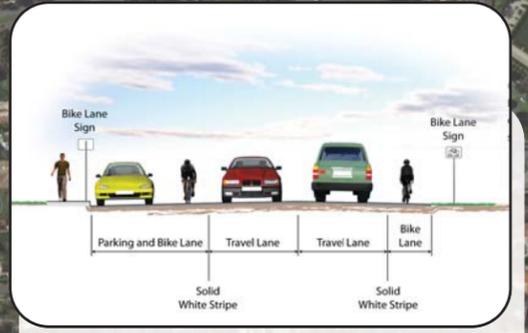
Existing Roadway Characteristics - Crescent Drive (south of Wilshire Bl):

- 2-lane roadway
- 30' curb to curb width
- 1-hour parking (except residents) on both sides of street south of Charleville Bl, only on west side north of Charleville Bl
- Parking fully occupied
- 25 mph speed limit
- Stop controlled at most intersections



Existing Roadway Characteristics - Reeves Drive (south of Charleville)

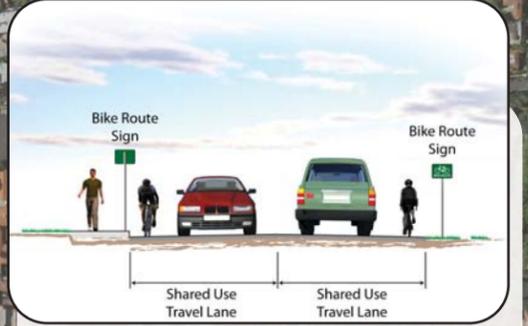
- 2-lane roadway
- 30' curb to curb width
- Time limit and residential parking restrictions on both sides of street (south of Gregory Wy) and east side of street (north of Gregory Wy)
- High parking occupancy
- 25 mph speed limit
- Stop controlled at most intersections



Evaluation of Potential Bicycle Facilities:

Class II Bicycle Lanes

- Can accommodate bike lanes in current cross-section, without reduction to lane capacity or parking



Evaluation of Potential Bicycle Facilities:

Class III Bicycle Routes

- Bicycle routes could be designated with signage and sharrow striping
- Traffic volumes are lower on Crescent Dr, making it a better choice for a bike route than Beverly Dr



Evaluation of Potential Bicycle Facilities:

Class II Bicycle Lanes:

- Cannot accommodate bike lanes without removing a travel lane
- Need traffic count to determine LOS impacts by reducing capacity
- Implementation of road diet would allow protected bike lane
- Potential Long Term Improvement shown in above photo

Evaluation of Potential Bicycle Facilities:

Class II Bicycle Lanes:

- Roadway is not wide enough to accommodate bicycle lanes

Evaluation of Potential Bicycle Facilities:

Class III Bicycle Routes:

- Bicycle routes could be designated with signage and sharrow striping
- Traffic volumes appear to be low on Crescent Dr, south of Wilshire Bl
- Narrow street benefits cyclists by slowing traffic

Evaluation of Potential Bicycle Facilities:

Class II Bicycle Lanes (Reeves Dr):

- Roadway is not wide enough to accommodate bicycle lanes

Evaluation of Potential Bicycle Facilities:

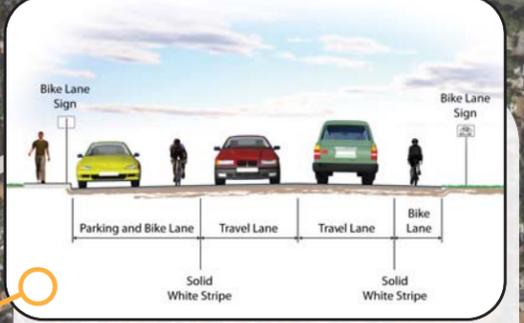
Class III Bicycle Routes (Reeves Dr):

- Bicycle routes could be designated with signage and sharrow striping
- Traffic volumes can accommodate a bicycle route
- Narrow street benefits cyclists by slowing traffic
- Intersection unsignalized at Olympic Bl, which would impede cyclists traveling further south



Beverly Dr/Cannon Dr/Lomitas Ave Intersection:

- Six-legged intersection of Beverly Drive/Cannon Dr/Lomitas Ave is an impediment for cyclists due to its large size



Evaluation of Potential Bicycle Facilities

Class II Bicycle Lanes:

- Can accommodate bike lanes on Beverly Dr north of Santa Monica Bl, assuming Beverly Drive is formally striped with one lane in each direction



Existing Roadway Characteristics - Beverly Dr (north of Santa Monica Bl):

- 2-lane roadway
- 60' curb to curb width
- 2-hour parking both sides of street
- Peak hour traffic volumes approximately 1,300 vph
- Stop signs primarily on cross streets



Existing Roadway Characteristics - Beverly Dr (south of Santa Monica Bl):

- 5-lane roadway including two through lanes in each direction and a center turn lane
- 60' curb to curb width (wider in midblock locations south of Wilshire Bl where there is parallel and diagonal parking)
- Metered parking both sides of street
- High parking occupancy & high turnover
- Peak hour traffic volumes approximately 1,850 vph (cannot be accommodated in one lane without LOS impacts)
- High concentration of shopping & restaurant destinations

Evaluation of Potential Bicycle Facilities

Class II Bicycle Lanes:

- Cannot accommodate bike lanes on Beverly Dr south of Santa Monica Bl without removing a travel lane or parking
- Traffic volumes are sufficiently high that LOS impacts would be likely with capacity reductions (road diet)

Evaluation of Potential Bicycle Facilities:

Class III Bicycle Routes

- Bicycle routes could be designated with signage and sharrow striping
- Traffic volumes & high turnover of on-street parking could create bike-vehicle conflicts
- Diagonal parking (south of Wilshire Blvd) would also increase potential for bike-vehicle conflicts due to limited visibility



Carmelita Ave & Wilshire Bl:

- Intersection is unsignalized, making it difficult for cyclists to make left turns onto or from Wilshire Bl
- Poor connectivity reduces effectiveness of a bicycle route on Carmelita Ave, especially for bicyclists traveling eastbound



Wide Intersections:

- Stop controlled intersections at Rodeo Dr, Beverly Dr, and other cross streets are wide, (e.g. 72' at Rodeo Dr), requiring cyclists to cross four lanes of traffic
- Could provide intersection treatments (e.g. roundabouts)



Existing Roadway Characteristics:

- 2-lane roadway
- 42' curb to curb width
- 2-hour parking both sides of street
- Moderate parking occupancy
- 25 mph speed limit



Traffic Controls:

- Stop controlled at most intersections, which slow traffic, but inconvenience cyclists
- Motorists can be unsure whether cyclists will obey stop signs



Carmelita Ave & Santa Monica Bl:

- Intersection is unsignalized and median on Santa Monica Bl prevents cyclists from making lefts onto Carmelita Ave
- Cyclists could use Oakhurst and Doheny Dr to access eastbound Santa Monica Bl, but it may be difficult to make southbound left turn because of short intersection spacing & traffic on Doheny Dr
- Cyclists will likely need to use sidewalk/crosswalk and dismount to safely continue to the east on Santa Monica Bl



CARMELITA AVE

SANTA MONICA BLVD

WILSHIRE BLVD

RODEO DR

BEVERLY DR

CANON DR

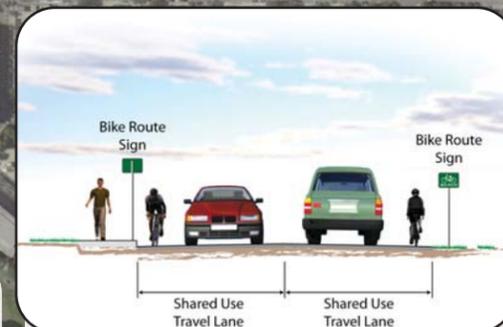
DOHENY BLVD



Evaluation of Potential Bicycle Facilities:

Class II Bicycle Lanes

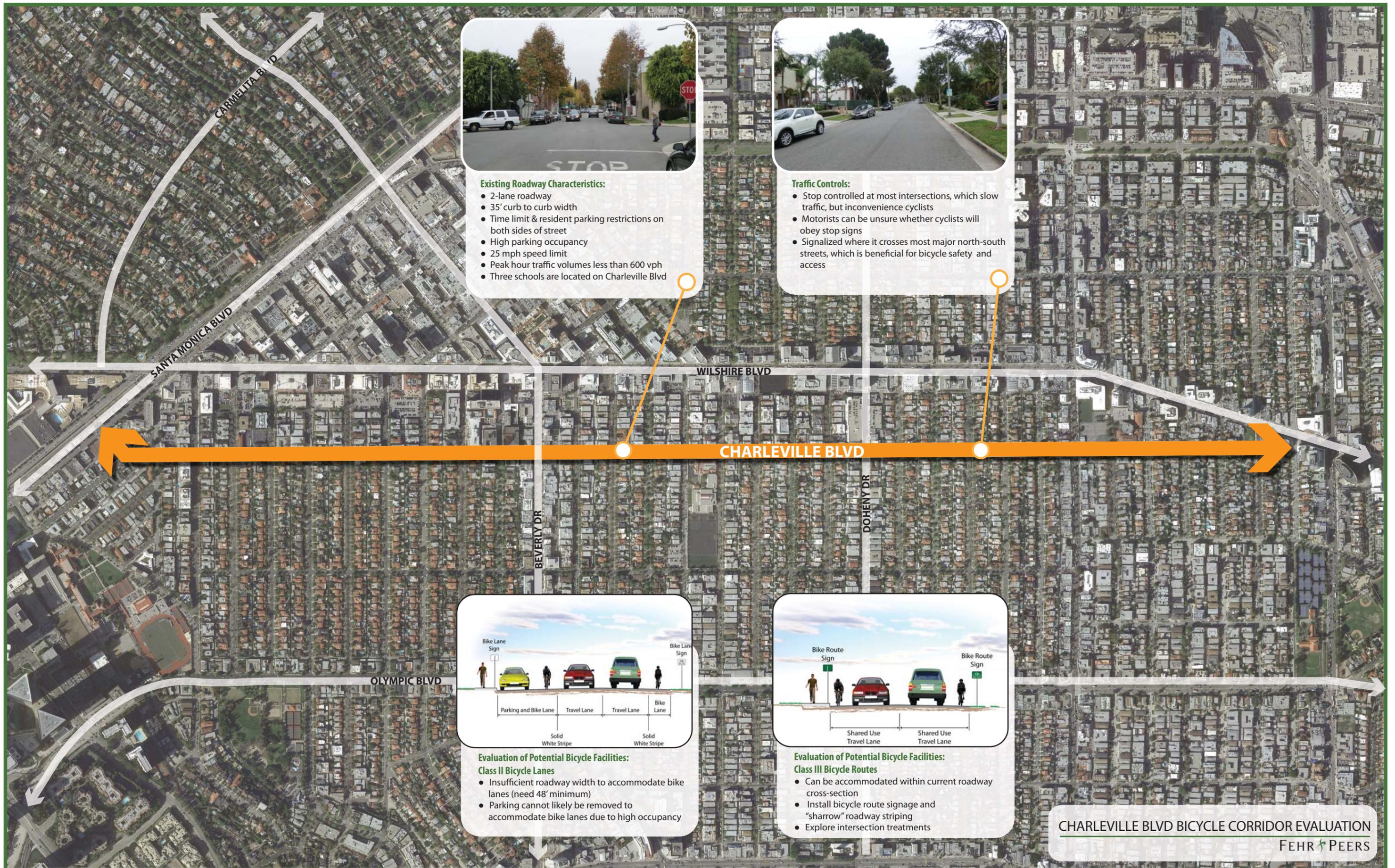
- Insufficient roadway width to accommodate bike lanes (need 48' minimum)
- Could accommodate bike lanes if parking is removed on one side of the street



Evaluation of Potential Bicycle Facilities:

Class III Bicycle Routes

- Can be accommodated within current roadway cross-section
- Install bicycle route signage and "sharrow" roadway striping
- Explore intersection treatments
Mini traffic circles are best device for bicycle routes with many stop signs, because stop signs can be removed at intersections where circles are installed (stop signs retained on cross street)



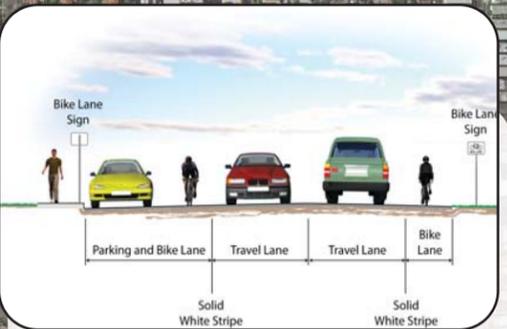
Existing Roadway Characteristics:

- 2-lane roadway
- 35' curb to curb width
- Time limit & resident parking restrictions on both sides of street
- High parking occupancy
- 25 mph speed limit
- Peak hour traffic volumes less than 600 vph
- Three schools are located on Charleville Blvd



Traffic Controls:

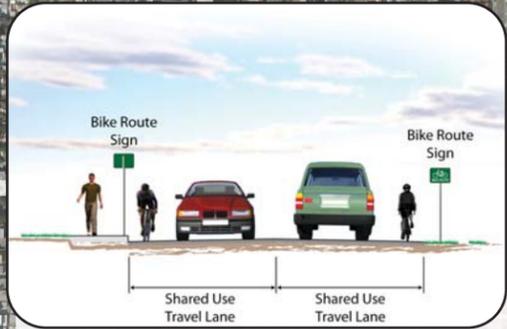
- Stop controlled at most intersections, which slow traffic, but inconvenience cyclists
- Motorists can be unsure whether cyclists will obey stop signs
- Signalized where it crosses most major north-south streets, which is beneficial for bicycle safety and access



Evaluation of Potential Bicycle Facilities:

Class II Bicycle Lanes

- Insufficient roadway width to accommodate bike lanes (need 48' minimum)
- Parking cannot likely be removed to accommodate bike lanes due to high occupancy



Evaluation of Potential Bicycle Facilities:

Class III Bicycle Routes

- Can be accommodated within current roadway cross-section
- Install bicycle route signage and "sharrow" roadway striping
- Explore intersection treatments