3. COMPLETE STREETS POLICIES

This chapter presents recommended policies that support Complete Streets efforts in the City of Beverly Hills. They are separated into bicycle, pedestrian, transit, and vehicle policies, and are intended to guide the use and support the installation of safe, convenient, and environmentally-friendly transportation infrastructure in the city. These policies inform the plan recommendations in the following chapters and are translated into specific, detailed priority projects in the Complete Streets Action Plan. City, County, and State plans and policies reviewed to inform the Complete Streets Plan policies are discussed in Appendix A.

Table 3-1: Complete Streets Policies

<table>
<thead>
<tr>
<th>Bicycle Policies</th>
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<tbody>
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<td><strong>Goal B1: Provide a Safe and Efficient Bicycle Circulation System Within the City</strong></td>
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<tr>
<td>B1-1: Reduce collisions involving bicyclists through improved street design</td>
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<td>B1-2: Increase the visibility of bicyclists with designated bikeways and intersection treatments</td>
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<td>B1-3: Prioritize the implementation of “low-stress” bikeways that provide a comfortable, less stressful experience and minimize conflicts between bicyclists and motorists</td>
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<td>B1-4: Minimize gaps in the bikeway network</td>
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<td>B1-5: Support enforcement of driving behaviors that lead bicyclists and related mobility device users to feel unsafe</td>
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<td>B1-6: Establish baseline information concerning traffic safety, such as collision data, and develop evaluation/performance metrics</td>
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</tbody>
</table>
## Bicycle Policies

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
**Bicycle Policies**

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

**Pedestrian Policies**

**Goal P1: Improve Pedestrian Safety**

P1-1: Reduce collisions involving pedestrians through improved street design
P1-2: Design and maintain sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions
P1-3: Adopt the Crosswalk Policy developed as part of this planning process
P1-4: Upgrade existing crosswalks to high visibility, continental crosswalks
P1-5: Enhance new and existing crosswalks with supplemental treatments to make pedestrians more visible
P1-6: Shorten pedestrian crossings, such as through curb extensions or refuge islands, where such treatments would not impede or preclude active-transportation facilities
P1-7: Support enforcement of driving behaviors that lead pedestrians to feel unsafe
P1-8: Establish a Safe Routes to School program
P1-9: Collaborate with community groups to identify and implement needed and desirable improvements
P1-10: Support Beverly Hills Police Department efforts to promote pedestrian safety

**Goal P2: Make Walking a Desirable Travel Choice**

P2-1: Provide a continuous pedestrian network that connects buildings to each other, to the street, and to transit facilities
P2-2: Create high quality sidewalks with appropriately sited seating, landscaping, pedestrian-scale lighting, and other streetscape amenities
P2-3: Prioritize shade-giving trees or shade/urban cooling strategies to increase protection from heat
P2-4: Reduce sidewalk obstacles and conflicts with other travel modes
P2-5: Implement signal upgrades and technology enhancements to increase pedestrian mobility
P2-6: Maintain accessibility through ADA-compliant infrastructure
P2-7: Promote the health of residents by developing streetscapes, bikeways, accessible parklands that encourage pedestrian activity
P2-8: Upgrade existing conditions in districts outside of the triangle

**Goal P3: Enhance Sidewalks as Public Spaces**

P3-1: Expand seating areas and gathering spaces in the public right-of-way, such as through participation in PARKing Day or a parklet pilot program
## Pedestrian Policies

- **P3-2**: Upgrade the City’s wayfinding signage in commercial areas
- **P3-3**: Explore opportunities to create a “village” feel on key pedestrian corridors
- **P3-4**: Host community events that utilize sidewalks and other public spaces, such as through participation in PARKing Day
- **P3-5**: Promote sidewalks as active spaces that facilitate community interactions

## Transit Policies

### Goal T1: Provide First/Last Mile Connections

- **T1-1**: Increase multi-modal access to transit stops and stations
- **T1-2**: Create inviting station areas around the Metro Purple Line stations
- **T1-3**: Explore on-street and off-street options to accommodate passenger loading at the Metro Purple Line stations
- **T1-4**: Provide transit access for the maximum number of users
- **T1-5**: Coordinate with Metro to implement projects identified in Metro’s First/Last Mile Plan for the Wilshire/Rodeo station
- **T1-6**: Explore demand for a permitting process for shared use mobility devices and create standards/guidelines
- **T1-7**: Explore the feasibility of shared bus/bike combination lanes on transit corridors, including Wilshire Boulevard

### Goal T2: Improve the Rider Experience

- **T2-1**: Make bus stops more comfortable through the provision of seating, protection from weather, and other site furnishings like lighting, bike racks, and trash receptacles
- **T2-2**: Use technology to provide real time information about when the bus/train is coming, Wi-Fi hot spots, and USB charging
- **T2-3**: Make bus service faster and more reliable through installation of City infrastructure
- **T2-4**: Encourage increased transit frequency from transit providers that operate in the city

### Goal T3: Increase Transit Ridership

- **T3-1**: Promote the use of bus and rail to residents, employers/employees, and visitors
- **T3-2**: Participate in and promote programs and events, like Rideshare Week, that encourage taking transit
- **T3-3**: Provide incentives to City employees to encourage commuting by transit
- **T3-4**: Support and encourage regular surveying of transit riders to make adjustments to improve transit

## Vehicle Policies

### Goal V1: Reduce Traffic Congestion

- **V1-1**: Encourage residents, employers/employees, and visitors to commute to work by modes other than driving alone
- **V1-2**: Enable access to jobs, shopping, entertainment, services, and recreation by walking, bicycling, or taking public transit, thereby reducing automobile use, energy consumption, air pollution, and greenhouse gases
Vehicle Policies

V1-3: Reduce single-occupant motor vehicle travel in the City through Transportation Demand Management
V1-4: Shift travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling, personal mobility devices, and walking
V1-5: Develop benchmarks and standards of success in shifting travelers to non-motorized modes
V1-6: Revise the Transportation Demand and Trip Reduction Measures ordinance to include best practices for the public and private sectors
V1-7: Explore establishment of a Transportation Management Association to implement the revised Transportation Demand and Trip Reduction Measures ordinance
V1-9: Implement policies and strategies to better manage and provide flexibility at the curb space
V1-10: Provide appropriately priced and sited parking to reduce circling
V1-11: Reduce or regulate demand for curb parking

Goal V2: Harness the Power of Data and Technology

V2-1: Improve traffic flow on arterial streets through technology enhancements
V2-2: Implement variable or dynamic parking pricing in commercial districts
V2-3: Prepare for emerging trends in transportation technology, including connected/autonomous vehicles
V2-4: Maintain a modern and up-to-date signal system
V2-5: Regularly increase the quality of available data for all travel modes to evaluate and inform projects
V2-6: Coordinate with the Beverly Hills Police Department’s future collision management system to produce user-friendly reports on citywide collisions and trends

Goal V3: Support Safe, Complete, Livable, Sustainable, and Quality Neighborhoods

V3-1: Reduce citywide traffic collisions through improved street design and “Vision Zero” or similar strategies
V3-2: Slow vehicle speeds through traffic calming treatments on residential streets
V3-3: Consider support of efforts to revise State policy regarding how local jurisdictions can set speed limits
V3-4: Develop comprehensive neighborhood traffic control recommendations and a neighborhood traffic calming toolbox
V3-5: Investigate the feasibility of creating special assessment districts to fund improvements for neighborhood traffic management
V3-6: Incorporate improving traffic safety into any discussion about the general health and well-being of the City
V3-7: Reduce cut-through traffic in residential neighborhoods
V3-8: Minimize traffic impacts associated with Metro Purple Line construction
V3-9: Reduce pollution and emissions associated with driving to improve air quality
V3-10: Plan for large-scale use of Green Streets to better connect neighborhoods, use the public right of way, and enhance livability
V3-11: Develop a Green Streets pilot program to test-drive sustainable infrastructure components
V3-12: Seek to incorporate Green Streets facilities into all development, redevelopment, or enhancement projects
V3-13: Implement the City’s new Vehicle Miles Traveled (VMT) thresholds
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