



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

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

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

This page intentionally left blank.