



2. COMMUNITY INPUT

The Complete Streets Plan process included a public outreach and engagement program to integrate community input into the plan. Input and feedback was gathered in a variety of formats, including:

- Via the comments feature of the project website
- By developing a video that explains the concept of a “complete street,” which was available on the project website throughout plan development and broadcast on local TV
- Via an online survey, which received 250 unique responses
- Through five different events: three formal community workshops, a pop-up event, and a walk audit (attendance from all events totaled approximately 170 people)

Community feedback received has been used to shape the recommendations included in this plan and address key concerns brought up by community members.

To get the word out to as many stakeholders as possible, the City:

- Sent three citywide mailers, two at the beginning of the planning process and one to announce the release of the initial Draft Plan in April 2019
- Provided flyers at the Farmers’ Market, Roxbury and La Cienega Parks, the Library, and various locations around City Hall
- Promoted on the City website and through social media
- Provided information to the Courier and for inclusion in school newsletters

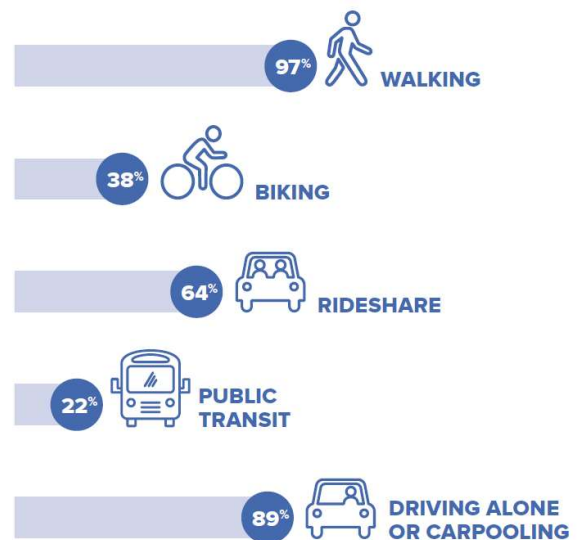
- Published in the City’s In Focus newsletter
- Distributed a press release
- Gave presentations, such as at the Chamber of Commerce, Metro construction meetings, and Metro business stakeholder meetings
- Provided copies of the Draft Plan for viewing at the City Clerk’s office and Roxbury and La Cienega Parks

ONLINE ENGAGEMENT

A project website (www.beverlyhills.org/completestreets) was established to serve as a central resource for project information. A comments tool on the website provided another forum for community members to share feedback. 65 people commented or signed up for project updates via the website.

An online survey, available from March - July 2018, collected feedback from 250 respondents. The goal of the survey was to learn more about how community members feel about the way Beverly Hills’ streets and networks function today, how they are using the street, and to gather input about how roadways might function differently in the future. Respondents were asked questions about each mode: walking, biking, public transit, vehicles, and the role of new/emerging technologies. Several major themes emerged from the survey, as well as the in-person events and workshops, and are discussed below. **Figure 2-1** shows how survey respondents are currently traveling in Beverly Hills and a summary of results is shown in **Figure 2-2**.

Figure 2-1: Survey Respondent Travel Modes



EVENTS AND WORKSHOPS

Approximately 170 total people participated in one of three workshops, a walk audit, and a pop-up workshop held from March to July 2018. Feedback was gathered at each event, as shown in **Table 2-1** below. Additional details are included in **Appendix E**.

Table 2-1: Outreach Events and Workshops

EVENT	DATE	PURPOSE
Workshop #1	March 12, 2018	Established the project goals and values
Pop-up Workshop (Beverly Hills Farmers’ Market)	April 15, 2018	Gathered feedback on initial bike network map concepts; asked participants to prioritize different bikeway types
Workshop #2	May 30, 2018	Introduced draft maps for each of the four key modes (walking, biking, transit, and vehicles); participants broke out into small working groups to review and comment
Walk Audit	June 9, 2018	Led participants along two routes: <ul style="list-style-type: none"> • South Santa Monica Boulevard from Crescent Drive to Roxbury Drive

EVENT	DATE	PURPOSE
Workshop #3	August 22, 2018	<ul style="list-style-type: none"> • South Crescent Drive between South Santa Monica Boulevard and Wilshire Boulevard, continued to Reeves Drive Presented draft plan progress, including options for 4 different corridor segments throughout the city



The first community workshop, held on March 12, 2018 and attended by approximately 40 people, centered on establishing guiding values and goals for the Complete Streets Plan. Meeting facilitators asked participants to select a word to describe Beverly Hills streets in the present and in the future. The most common words selected to describe the present suggested an emphasis on cars, such as “congested,” “speeding,” and “traffic.” The most common word selected to describe the future was “safe”. Additionally, participants expressed a desire for design recommendations that will promote/maintain the City’s “village” atmosphere; to consider

diverse user groups including tourists, visitors, and businesses; and to facilitate the need for coordination with adjacent cities during plan implementation.

On Saturday, April 15, 2018, approximately 40-60 community members stopped by the Beverly Hills Complete Streets Plan booth at the City’s Earth Day event. Booth participants said the top ways they would improve mobility in Beverly Hills were through improved pedestrian, vehicular, and bicycle networks, and traffic calming. Their top priorities for complete streets elements were crossing warning devices, bike lanes, and traffic calming, followed by crosswalks/raised crosswalks and green infrastructure.

Approximately 20 community members attended the second workshop for the Beverly Hills Complete Streets Plan on Wednesday, May 30, 2018. The focus of the workshop was to identify priority corridors and to make network recommendations that would be used to guide the plan. Several common themes emerged throughout the workshop:

- Support of/interest in a shuttle route
- Desire for improved crosswalks
- Challenging biking conditions at Crescent Drive and Wilshire Boulevard, on Sunset Boulevard, and on Rodeo Drive
- Improved bicycle amenities including green bike lanes, protected bike lanes, and bike parking
- A need for enhanced pedestrian safety along Gregory Way, Olympic Boulevard, and Beverly Drive
- Use of traffic calming measures on Wilshire Boulevard and Olympic Boulevard

On Saturday June 9, 2018, approximately 25 community members attended a walk audit to study firsthand how streets in Beverly Hills could be improved. The first group walked along Crescent Drive between South Santa Monica and Wilshire Boulevards, and the second group traveled along South Santa Monica Boulevard between Crescent Drive and Roxbury Drive. Participants were then asked to identify issues for pedestrians, bicyclists, drivers, and transit users along their respective routes and to offer suggestions for improvement.



Figure 2-2: Online Survey Feedback Summary



Approximately 25 community members attended the third workshop for the Complete Streets Plan on Wednesday, August 22, 2018. The consultant team delivered a presentation summarizing draft plan progress, which included potential network maps for walking, biking, transit, and vehicles. Following a brief Q and A session, participants were invited to circulate around the room to review the potential network maps up close and provide suggestions, summarized below:

- Intersection improvements at Rexford Drive/Charleville Boulevard

- Pedestrian bridge on La Cienega Boulevard between Olympic Boulevard and Gregory Way
- Street trees on Olympic, Wilshire, and Robertson Boulevards to improve aesthetics
- Wider sidewalks for outdoor dining, such as through revised building set-backs
- Parking-protected bike lanes
- Bikeways on Gregory Way and Doheny Drive
- Reduced fare for the bike share program
- Bicycle training classes
- Transit stop amenities, including benches, shaded areas, and trash bins
- Bus lanes
- Higher capacity buses and north/south bus routes (not within City jurisdiction to provide)
- Parking structures and kiss-and-ride facilities at the future Metro Purple Line stations
- Left turn restrictions

ROLE OF THE TRAFFIC AND PARKING COMMISSION

Throughout the course of this project, the plan has had a standing agenda item at the monthly meetings of the Beverly Hills Traffic and Parking Commission (TPC), which has served as an advisory body for the project. City and consultant staff involved in the project presented to the TPC on a monthly basis, and these meetings provided an additional opportunity for public comment and input.

On January 10, 2019, the Traffic and Parking Commission participated in a study session facilitated by the consultant team to discuss if the plan was moving in the right direction, if anything was missing from a list of preliminary projects, and what should be prioritized for short-term implementation. Input from this meeting was used to finalize the draft plan and the recommendations for priority projects.

The Draft Plan was released from April 10, 2019 through May 17, 2019 for public review. A summary of comments and responses is included in **Appendix E**. On May 8, 2019, the Traffic and Parking Commission hosted a special meeting to receive community input on the Draft Plan and make a recommendation to City Council on plan adoption; the TPC recommended 5-0 that City Council adopt the plan. At a TPC/City Council Liaison Meeting on June 12, 2019, the Liaisons requested that more detail on project implementation be included prior to presenting to the City Council, which led to the development of the final Complete Streets Plan with policy recommendations broken out by mode and a supplemental Complete Streets Action Plan with implementation details.



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