



## 1. INTRODUCTION

The City of Beverly Hills is located in west-central Los Angeles County in the middle of a high-density travel corridor between Downtown Los Angeles and the City of Santa Monica. The city encompasses roughly 5.7 square miles and was documented in the 2010 U.S. Census with a population of approximately 35,000 residents<sup>1</sup>; during the day, however, the number of people in the city climbs to between 150,000 and 200,000 as Beverly Hills is a major regional employment hub and tourist destination. Beverly Hills has one of the highest densities of population and employment in Los Angeles County<sup>2</sup> and produces high volumes of vehicle, bus transit, and pedestrian traffic along arterial and local streets. As the city is mature and largely built-out, the provision of bigger and wider roadways is not a feasible option to improve mobility or reduce congestion.

As part of the fiscal year 2016/2017 City Council Priority Exercise, the City Council identified the preparation of a Bicycle Mobility Plan as the first step in developing a citywide mobility plan. On May 4, 2017, the City Council/Traffic and Parking Commission Liaison Committee supported expanding the scope of the Bicycle Mobility Plan to a “complete streets” approach that includes a comprehensive analysis of pedestrian, bicycle, transit, and street networks, and emerging transportation modes and technologies, such as automated vehicles. Subsequently, the complete streets program became a priority in the City’s annual budget. The Beverly Hills Complete Streets Plan focuses on utilizing creative methods of re-purposing existing roadways and streetscapes to offer more diverse mobility options and increase access to the many destinations the city has to offer.

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<sup>1</sup> <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

<sup>2</sup> [https://www.transit.dot.gov/sites/fta.dot.gov/files/CA\\_\\_Los\\_Angeles\\_Westside\\_Purple\\_Line\\_Extension\\_Section\\_2\\_Profile\\_FY16.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/CA__Los_Angeles_Westside_Purple_Line_Extension_Section_2_Profile_FY16.pdf)

## WHAT IS THE PLAN VISION?

Streets define communities; those that support walking and bicycling facilitate social interaction, improved public health, increased tourism, better access, and a more efficient transportation system, which increases the number of people that can travel on our streets without increasing congestion. Through implementation of the Complete Streets Plan, the City aims to transform Beverly Hills from an auto-dominated community to one that embraces all modes of travel, reduces vehicle trips on our streets, and can be truly considered a world class bicycling city. This plan envisions a future where students can bike to school, families can take transit to their destinations, people of all ages can walk to neighborhood amenities, and the Beverly Hills community is a model for other jurisdictions.



The Complete Streets Plan is critically important to preserving the health and wellbeing of current and future generations, as we have reached a point where the status quo is no longer feasible. Streets are operating at capacity, creating longer and longer travel times. More time spent in vehicles has reduced time spent being active, contributing to diseases and health concerns associated with inactivity. Fossil fuel use has led to what could be irreversible climate change if not immediately corrected. Implementing the recommendations in this plan creates opportunities to help reverse these impacts.

The plan presents the community's priorities in achieving this vision so that residents, employees, and visitors of Beverly Hills will have more car-free options for getting where they need to go. The vision of this plan is ambitious and transformative, while recommending changes that are realistic to pursue over its lifetime through a detailed action plan.

At the start of the planning process, the City held a kick-off community workshop and distributed an online survey to hear the community's thoughts on values that should guide the development of the Complete Streets Plan, which are listed as follows. These values were used to develop the plan goals and policies presented in **Chapter 3**.

- Enhance safety for roadway users of all ages and abilities
- Improve the overall quality of life in Beverly Hills
- Improve traffic flow for all roadway users
- Improve the environmental health and sustainability of Beverly Hills
- Increase and diversify transportation choices
- Emphasize equitable travel options that legitimize all modes

## WHAT IS A COMPLETE STREET?

There is no one-size-fits-all definition of a Complete Street, rather, it is a design approach that integrates people and places in the planning, design, construction, operation, and maintenance of our transportation networks. This results in a connected system where certain streets prioritize different modes of travel – not every street can prioritize all modes, but each mode can have a holistic network that increases accessibility for people of all ages and abilities; balances the needs of different travel options; and supports local land uses, economies, cultures, and natural environments.

Complete Streets and the tools they employ have been proven to yield positive economic, environmental, and public health and safety benefits. Complete Streets provide greater access to businesses, improve transportation options, increase physical activity, create new space for plantings and street trees, and holistically improve community livability. The pages that follow explain how these concepts can be put to work for Beverly Hills.



## WHAT DOES THE PLAN DO?

Complete Streets Plans are long-range planning documents that set the stage for how jurisdictions design and implement transportation projects. They identify a vision for the transportation network, supplemented by goals and policies that guide transportation projects to be in line with the vision. By adopting a Complete



Streets Plan, jurisdictions formally commit to the types of projects they will pursue and allow to be built, and identify potential corridors or neighborhoods to focus on.

The Beverly Hills Complete Streets Plan will provide a blueprint for transportation improvements that balance the needs of all road users: bicyclists, pedestrians, transit riders, and motorists. Once implemented, it will provide more options for people to choose the mode that best works for their trip type, and a network of streets where individual modes will be prioritized.

The types of improvements recommended in the Complete Streets Plan will (1) bring the City up to current mobility standards and best practices, such as by providing a comfortable on-street bicycling environment, and (2) prepare the City for emerging transportation trends. Recommendations include basic infrastructure not currently provided in Beverly Hills, infrastructure to enhance current facilities, and programs and policies to support mobility.

The plan has a focus on preparing for the opening of the future Metro Purple Line subway stations through recommendations for first/last mile connections, which includes development of policies for streetscape and street repair projects. Connections between the stations and major activity centers, such as retail centers, hotels, schools, parks, and the Civic Center, require a balanced street network designed and operated for all modes of travel.

Having an adopted Complete Streets Plan will make the City eligible for grant opportunities that provide funding for projects included in a transportation or mobility plan.

### WHAT DOESN'T IT DO?

As a long-range policy document, the Complete Streets Plan does not prescribe specific locations for upgrades or design details. For example, the plan identifies the recommended bikeway network and types of bikeways for the City to pursue; however, because the exact roadway design requires many transparent conversations with adjacent neighbors and property owners, the plan cannot dictate the specific changes that would be made. Instead, it provides a menu of recommended design features that should be explored and discussed with community stakeholders to find the best option for each unique street.



## PLAN COMPONENTS

The Beverly Hills Complete Streets Plan is divided into:

- **Executive Summary:** Presents a high level overview of the Complete Streets Plan and Action Plan
- **Chapter 1 Introduction:** Provides an overview of the purpose of the document and plan components
- **Chapter 2 Community Input:** Feedback received that helped inform the goals, policies, and recommendations
- **Chapter 3 Complete Streets Policies:** Goals and policies to guide the use and support the installation of complete streets
- **Chapter 4 Bicycling in Beverly Hills:** Existing biking conditions and recommendations
- **Chapter 5 Walking in Beverly Hills:** Existing pedestrian conditions and recommendations
- **Chapter 6 Taking Transit in Beverly Hills:** Existing public transportation and recommendations
- **Chapter 7 Driving in Beverly Hills:** Existing street/neighborhood conditions and recommendations
- **Technical Appendices:** Policy review, best practices, emerging trends, design guidance, and public outreach summaries

## COMPLETE STREETS ACTION PLAN

The City intends for the Complete Streets Plan to be a long-range document providing the City's overall transportation policy guidance. As a supplement to the Complete Streets Plan, the Complete Streets Action Plan is a separate short-term implementation plan that details the steps the City intends to take to implement priority projects, and will serve as a working document to be updated as projects and tasks are completed.

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