



5. WALKING IN BEVERLY HILLS

This chapter describes existing walking conditions in Beverly Hills, how the community suggested improving the pedestrian environment, opportunities and challenges for making streets more walkable, and recommended pedestrian infrastructure and programs. Priority projects the City intends to pursue to enhance walking in the next six years are detailed in the Complete Streets Action Plan.

WHERE WE ARE TODAY

EXISTING PEDESTRIAN AMENITIES




Understanding existing walking conditions in Beverly Hills helped to inform where pedestrian improvements are recommended and what types of additional pedestrian amenities the City should pursue. The Business Triangle in Beverly Hills is one of the most walkable neighborhoods in the Los Angeles region. The City was one of the first communities in the United States to implement pedestrian scrambles, and has since enhanced many downtown streets with wider sidewalks, midblock crossings, wayfinding signage, decorative lighting, and curb extensions to improve the pedestrian experience.


In 2015, the City received a Metro Call for Projects grant to improve pedestrian crossings at intersections throughout Beverly Hills (funding anticipated to be available in 2019/2020). The grant will fund new midblock crossings on the 400 blocks of Bedford and Camden Drives; curb extensions at the existing midblock crossing on the 200 block of South Beverly Drive; a pedestrian refuge island at the existing crosswalk at Wilshire Boulevard/Palm Drive; and curb extensions and flashing beacons at Robertson Boulevard/Chalmers Drive; enhanced crosswalks at Wilshire Boulevard and Beverly, Roxbury, Camden, and Bedford Drives; and upgrades to continental crosswalks at 20 additional intersections. In 2018, as part of the North Santa Monica Boulevard Reconstruction Project, the City completed the implementation of eight raised crosswalks connecting the

decomposed granite pedestrian path through Beverly Gardens Park across intersections. **Table 5-1** describes and identifies the locations of enhanced midblock, scramble, and raised crosswalks in Beverly Hills.

Recently, the City identified the standard crosswalk style in Beverly Hills as continental in an effort to make pedestrians in intersections more visible and is currently working to upgrade existing crosswalks citywide through regular maintenance. Through the Complete Streets Plan process, staff developed a crosswalk policy (discussed later in this chapter) that identifies appropriate locations for marked crosswalks and supporting infrastructure enhancements that will be applied to all future crosswalk installations.

Table 5-1: Existing Enhanced Crosswalks

TYPE	DESCRIPTION	PHOTO	EXISTING FACILITIES
Midblock Crosswalks	<ul style="list-style-type: none"> • Crosswalks located between two intersections • Are accompanied by traffic control 		<p>Canon Drive</p> <ul style="list-style-type: none"> • Between South Santa Monica Boulevard and Brighton Way • Between Brighton Way and Dayton Way • Between Dayton Way and Wilshire Boulevard <p>Beverly Drive</p> <ul style="list-style-type: none"> • Between South Santa Monica Boulevard and Brighton Way • Between Brighton Way and Dayton Way • Between Dayton Way and Wilshire Boulevard • Between Charleville Boulevard and Gregory Way <p>Rodeo Drive</p> <ul style="list-style-type: none"> • Between South Santa Monica Boulevard and Brighton Way • Between Brighton Way and Dayton Way <p>Robertson Boulevard</p> <ul style="list-style-type: none"> • Between Chalmers Drive and Olympic Boulevard <p>Wilshire Boulevard</p> <ul style="list-style-type: none"> • Between Clark Drive and Swall Drive
Scramble Crosswalks	<ul style="list-style-type: none"> • All red pedestrian signal phase • Allows pedestrians to cross in any direction 		<ul style="list-style-type: none"> • Brighton Way and Bedford Drive • Brighton Way and Camden Drive • Brighton Way and Rodeo Drive • Brighton Way and Canon Drive • Dayton Way and Rodeo Drive • Dayton Way and Canon Drive
Raised Crosswalks	<ul style="list-style-type: none"> • Extends the sidewalk across the road • Brings motor vehicles up to the pedestrian level • Serves as a traffic calming device 		<ul style="list-style-type: none"> • Alpine Drive • Foothill Road • Elm Drive • Maple Drive • Hillcrest Road • Arden Drive • Alta Drive • Sierra Drive • Oakhurst Drive • Third Street

TYPE	DESCRIPTION	PHOTO	EXISTING FACILITIES
Enhanced Crosswalks	<ul style="list-style-type: none"> Marked crosswalks at intersections with supplemental measures to improve access and safety 		<ul style="list-style-type: none"> Lasky Dr and South Santa Monica Boulevard South Palm Drive at Wilshire Boulevard (planned)

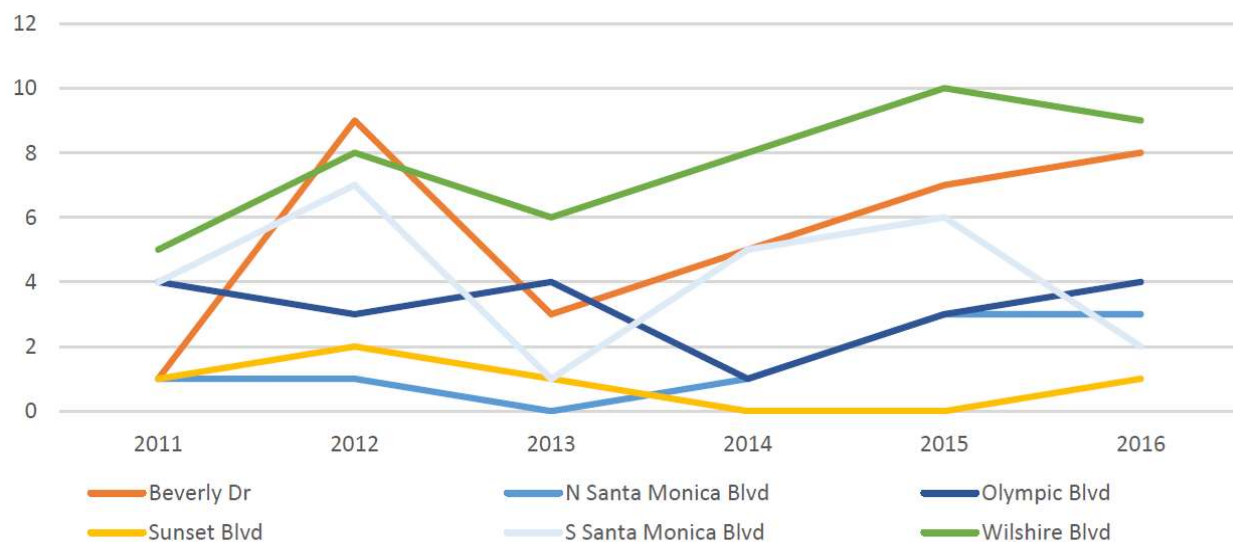
PEDESTRIAN-INVOLVED COLLISIONS

Understanding where pedestrian-involved collisions occur can help prioritize locations for new and enhanced crosswalks or other treatments that improve pedestrian safety. A 2011-2016 citywide collision analysis using data from the Statewide Integrated Traffic Records System (SWITRS), the Transportation Injury Mapping System (TIMS), and the City's police incident reports, identified initial observations about the collision landscape in Beverly Hills. According to the study, 9 percent of collisions in Beverly Hills are categorized as vehicle/pedestrian.

As shown in **Figure 5-1**, pedestrian collision patterns along the primary corridors fluctuate from year to year, with no meaningful trend up or down over the six years. No one corridor disproportionately accounts for pedestrian collisions compared to citywide totals. Citywide, pedestrian collisions fluctuated between 35 and 63 collisions each year. Overall, pedestrian collisions in the City of Beverly Hills increased citywide from 2011 to 2016.

The City is in the process of procuring new collision management software to better track, analyze, and report on collisions in Beverly Hills. This software will help to prioritize future pedestrian improvements and inform upgrades.

Figure 5-1: Pedestrian Collision Trends on Major Roads (2011-2016)



Source: Fehr & Peers, 2018

PEDESTRIAN PROGRAMS

The City of Beverly Hills has instituted several programs designed to promote walking, described in **Table 5-2** below.

Table 5-2: Beverly Hills Pedestrian Programs

PROGRAM	DESCRIPTION
Bicycle and Pedestrian Awareness Program	In 2017, the Southern California Association of Governments awarded the City of Beverly Hills \$141,000 through its 2017 Active Transportation Call for Proposals for a Bicycle and Pedestrian Awareness Program that will educate residents about safety and promote walking and biking. Funding is anticipated to be available in 2020.
Walk With the Mayor	To promote health and wellness, former Mayor Lili Bosse hosted weekly Monday morning walks leaving from City Hall.

WHAT WE HEARD

In addition to the existing conditions analysis, community feedback helped to inform the recommendations in the Complete Streets Plan. During the public outreach process, 50 percent of survey respondents said they wanted safer conditions for walking. Meeting participants noted that they want safer crosswalks, and improved safety on key corridors like Olympic Boulevard and Wilshire Boulevard. Community members also identified that improvements like street trees and wider sidewalks would enhance walkability on corridors like Wilshire Boulevard and Robertson Boulevard; residential streets need better lighting; and sidewalk maintenance/repair and cleaning should occur more regularly. More information about the public outreach process is included in **Chapter 2** and detailed public outreach summaries can be found in **Appendix E**.

We love living in the City of Beverly Hills. And we love to walk within our beautiful city.

– SURVEY PARTICIPANT

WHERE WE ARE GOING

OPPORTUNITIES AND CHALLENGES

While the pedestrian environment is robust in the Business Triangle with well-maintained sidewalks and marked crosswalks, there is room for improvement on commercial corridors outside the heart of downtown. Implementing the grant-funded pedestrian improvements on North Camden, North Bedford, and South Beverly Drives is an opportunity to help expand the pedestrian-friendly environment in the core of the Triangle out to the west and south, and serve as an example for future projects to improve crossings.

While many commercial corridors in Beverly Hills lack consistent, uniform streetscapes, there is general consensus throughout the city that upgrades to landscaping, street furniture, lighting, and signage could make these streets more welcoming. This topic has been brought up recently at various community meetings outside the development of this plan, including the Southeast Task Force, Mayor’s Strategic Planning Committee, and Small Business Task Force.

The Metro Purple Line Extension also presents a great opportunity to improve the pedestrian environment, as Metro will be reconstructing the public right-of-way around the future stations. Streetscape upgrades could be incorporated into this construction to save costs and minimize duplication of efforts; the City does not currently have streetscape design standards that can be provided to Metro (or to other projects that involve reconstruction of the public right-of-way), but anticipates a planned study of the streetscape on Wilshire Boulevard will help inform their development.



RECOMMENDED PEDESTRIAN ENHANCEMENTS

As part of the Complete Streets Plan process, the City developed a crosswalk policy to guide the installation of new crosswalks and the upgrades of existing crosswalks. Adoption of this plan formally adopts the crosswalk policy. To inform policy development, the City reviewed crosswalk guidelines at the federal, state, and selected local agency levels. In addition, the Traffic and Parking Commission provided input and feedback.

For any new crosswalk, the City will install the continental style crosswalk markings, which features white (or yellow in school zones) painted bars paired with a limit line set back from the crosswalk. This design reduces driver encroachment, has a longer detection distance by approaching motorists, and is generally more visible than crossings marked by two thin lines connecting two corners of an intersection. The City has already implemented continental crosswalks at multiple locations and as existing crosswalks are maintained, non-compliant crosswalks will be replaced with continental crosswalks.



For non-controlled intersections, the City will use the criteria-driven process in **Table 5-3** below to determine if a marked crosswalk will be installed. If not all criteria are met, the City’s Traffic Engineer(s) may use judgement to approve a marked crosswalk in unique circumstances.

Table 5-3: Sample Crosswalk Criteria Consideration Checklist

CRITERIA ITEM	CHECKLIST CONSIDERATION	YES	NO
Pedestrian Volume	Does the pedestrian volume equal a minimum of 20 pedestrians crossing a location during the pedestrian peak hour(s)?	<input type="checkbox"/>	<input type="checkbox"/>
Location	Is the minimum distance between the proposed crosswalk location and the nearest controlled pedestrian crossing at least 250 feet?	<input type="checkbox"/>	<input type="checkbox"/>
Speed	Is the 85 th percentile speed 30 miles per hour or less?	<input type="checkbox"/>	<input type="checkbox"/>

CRITERIA ITEM	CHECKLIST CONSIDERATION	YES	NO
Visibility	Can motorists see pedestrians at the curb waiting to cross the street?	<input type="checkbox"/>	<input type="checkbox"/>
Lighting	Is there adequate street lighting?	<input type="checkbox"/>	<input type="checkbox"/>
Adjacent Uses	Does the proposed crosswalk location provide a connection to a transit stop, school, civic building, senior center, recreation center, public library, medical center, childcare facility, post office, church, bikeway, or other facility that cannot currently be accessed conveniently?	<input type="checkbox"/>	<input type="checkbox"/>

Installing continental crosswalks with supplemental measures can dramatically increase driver yielding rates and help pedestrians cross high-volume or high-speed streets. As such, all marked crosswalks that meet the criteria for installation at non-controlled intersections in Beverly Hills will require additional treatments or enhanced technology, such as those listed below:

- Rectangular rapid flashing beacons
- Pedestrian hybrid beacons
- Raised crosswalks or other traffic calming treatments
- Speed feedback signs
- Staggered crosswalks
- Pedestrian refuge islands
- Striping changes such as narrower lanes, painted medians, roadway reconfigurations, or other speed reducing treatments

Decorative or creative crosswalks (and/or curb extensions) may be considered with the use of colors, textures, and patterns to promote City streets as engaging places for people. They could be designed to reflect the special character of a neighborhood, mark the gateway to a district, or otherwise create local identity and pride.



- Creative crosswalk treatments may only be considered at intersections where a marked crosswalk exists or can be approved per the crosswalk policy.
- Decorative elements may be added only between the continental bar markings. The reflective white parallel bars in continental layout must always be included.
- The material used shall be a special, highly durable road-marking paint approved by the City.
- While creativity and artistic innovation is encouraged, creative crosswalk treatments cannot obscure or interfere with regulatory crosswalk markings. No commercial advertising or shapes such as logos, or any text or colors that can be confused with standard traffic control devices or legends will be considered.

- Only locations where pavement is in good condition will be considered, allowing the materials to bond well.
- All locations and design proposals must be reviewed and approved by a City traffic engineer and the Traffic and Parking Commission.

If a crosswalk is requested for removal, the City will conduct an evaluation of pedestrian-involved collisions. The City would recommend crosswalk removal if data shows that collisions have increased after installation of a crosswalk compared to last three years prior to installation. The City will continue to follow the California Vehicle Code (CVC) Section 21950.5 guidelines for crosswalk removal: A 30-day notice of potential removal would be provided to residents and a public hearing would be required.

As mentioned above, implementing streetscape upgrades to commercial corridors outside the core streets in the Business Triangle could expand the walkability of Beverly Hills citywide by beautifying the streets. **Figure 5-2** shows the recommended priority corridors for pedestrian improvements in the city. These include (1) streets with destinations that attract pedestrian activity, like retail and office space, but need upgrades to make them more pedestrian-friendly since they have not been through recent urban design enhancement processes like many of the streets in the Business Triangle, and (2) streets where the City has received grants for new crossings. These changes will also make walking to school more convenient and a more attractive option, which is a priority of this plan.

Consistent landscaping, pedestrian-scale lighting, and street furniture would dramatically improve the walkability of these corridors. Upgrades on streets like South Santa Monica and Robertson Boulevards could help to revitalize commercial corridors that are critical pieces of the City's neighborhoods. In addition, continuing to improve sidewalks identified as in need of repair will help increase accessibility and encourage walking more often. Community members suggested looking to streets like Larchmont Boulevard in Los Angeles and the Third Street Promenade in Santa Monica as models.

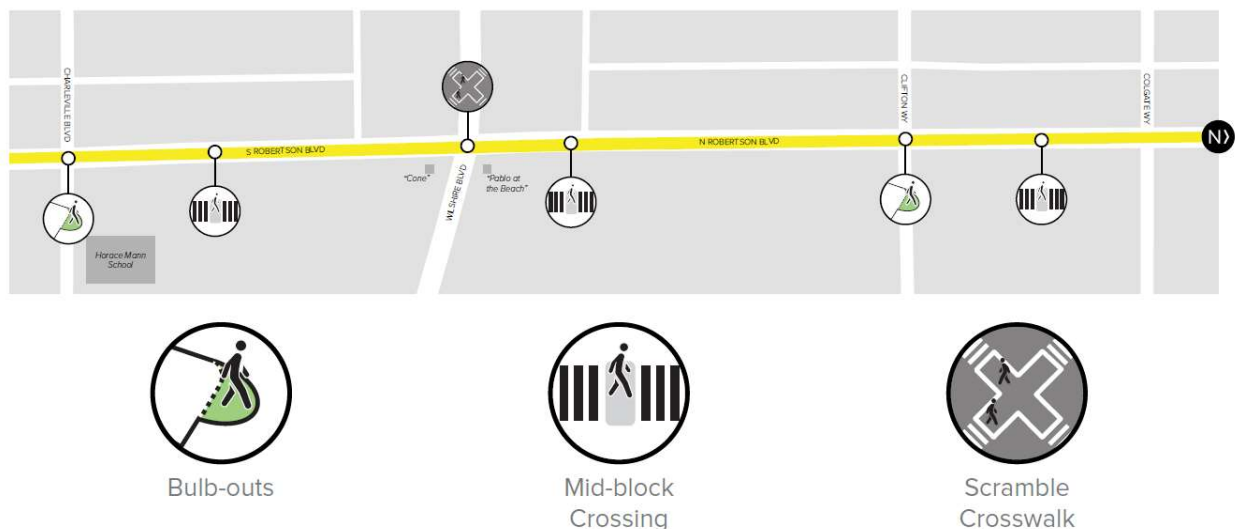


Figure 5-2: Recommended Pedestrian Corridor Improvements



Conceptual corridor-wide pedestrian improvement/streetscape plans and design standards would be developed during implementation for each priority pedestrian corridor included in the plan to determine where specific improvements should be located, shown below in the example for Robertson Boulevard (the City has started to and plans to continue pursuing streetscape and mobility upgrades on this corridor). This would include a targeted, neighborhood-level community outreach process for each street, as each corridor and intersection may have different, localized needs. Treatments to consider for pedestrian improvement plans that beautify streets, improve safety, and enhance crossings include but are not limited to:

- Streetscape upgrades like landscaping, pedestrian lighting, benches, decorative tree wells, and art
- Curb extensions
- Pedestrian-activated flashing beacons
- Pedestrian refuge islands
- Advanced limit lines and high visibility crosswalks
- Intersection treatments like tightened corner radii or reduced street angles
- Outdoor seating and gathering spaces, like parklets and plazas
- Green infrastructure elements, like permeable pavers and bioretention
- Signal modifications, like leading pedestrian intervals, scrambles, and automatic WALK phases
- Consideration of other multi-modal upgrades on the corridors, such as bikeways and bus shelters



Since the arrival of the subway stations will dramatically increase the number of people walking on Wilshire and La Cienega Boulevards, the City plans to prioritize a more comprehensive study to develop streetscape standards for these two corridors to improve walkability and help them feel more welcoming and inviting. Developing design standards for these streets first will allow the City to provide the standards to Metro with enough time to incorporate them into plans for reconstruction of the public right-of-way adjacent to the stations. The City would then prioritize implementing the streetscape standards along the remainders of the corridors outside the station areas.



In addition to enhanced streetscapes and improved crossings, the pedestrian environment can be improved through pedestrian programs to encourage safe traveling on the pedestrian corridors. For example, the Bicycle and Pedestrian Awareness Program the City won grant funding for could help educate drivers on the importance of yielding to pedestrians in the crosswalk and other behaviors that make people walking feel unsafe.

As mentioned in the previous chapter, the City could establish a Safe Routes to School program to encourage walking to school and improve pedestrian access. A Safe Routes to School program can encourage walking to school through City program guidelines and school district policies. For example, the City could support the Beverly Hills Unified School District in encouraging students who live near school to commute by walking, include the program on agenda items for meetings with the district, share best practice bike parking guidelines, and partner to promote events and student educational seminars.

The City could also participate in national programs that bring awareness to walkability, such as PARKing Day, which is an annual event that encourages communities to temporarily convert 1-3 parking stalls into parklets (mini parks). This one-day demonstration project could help the City test the feasibility of and support for parklets on commercial corridors in Beverly Hills. A potential pilot program for PARKing Day (or longer) could be implemented for the Next Night event on South Beverly Drive.

