

CITY *of* BEVERLY HILLS

NEIGHBORHOOD TRAFFIC CALMING PROGRAM



December 2023





City of Beverly Hills
Neighborhood Traffic Calming Program

TABLE OF CONTENTS

1. INTRODUCTION	1
2. TRAFFIC CALMING TOOLBOX.....	3
Tier 1 Tools	4
Tier 2 Tools	9
Tier 3 Tools	14
Future Tools	20
3. POLICIES AND PROCEDURES	21
Step 1: Project Initiation	22
Step 2: Project Screening.....	22
Step 3: Community Support.....	23
Step 4: Project Approval	24
Step 5: Implementation and Evaluation	26





City of Beverly Hills
Neighborhood Traffic Calming Program

1. INTRODUCTION

Thank you for taking an interest in improving traffic safety in your neighborhood. Daily traffic problems can compromise our sense of community and personal well-being, while safer and more pleasant streets can enhance our quality of life. The City of Beverly Hills Public Works Department is committed to working with residents to protect and preserve neighborhood livability through traffic calming. Traffic calming is one element of speed management, along with education and enforcement.

Traffic calming is the implementation of physical design elements and other strategies to reduce speeding and/or cut-through vehicle traffic in residential neighborhoods (not commercial or arterial streets). As part of a Safe System Approach to transportation safety, the City strives to create street designs that “self-enforce” proper vehicle speeds, rather than primarily relying on enforcement. Traffic calming tools work to achieve these results by altering driver behavior.

The City’s Neighborhood Traffic Calming Program is meant to serve as a resource to:

- Identify context sensitive traffic calming options that will address resident concerns
- Establish policies and procedures for approval and installation of traffic calming tools

This program implements the City’s Complete Streets Plan and Complete Streets Action Plan, adopted by the City Council in April 2021. Both documents are available on the City’s Complete Streets website: www.beverlyhills.org/completestreets.

Development of the City's Neighborhood Traffic Calming Program is based on a review of best practices, input received from the Traffic & Parking Commission, and feedback from the Beverly Hills community.

The goals of the City's Neighborhood Traffic Calming Program are identified below. The icons associated with each goal are used on the following page to describe how each traffic calming tool can achieve the overall program goals.



Manage Traffic Volumes

Reduce the number of cut-through vehicles on residential streets



Reduce Excessive Vehicle Speeds

Slow down motorists choosing to drive faster than the posted speed limit



Improve Pedestrian and Bicyclist Safety

Create a more inviting and safer place to walk and bike



Educate the Community

Create awareness around traffic safety through targeted education and outreach



Enhance Neighborhood Identity






Heighten awareness of neighborhoods and enhance livability

You and your neighbors are an integral part in helping to identify traffic concerns, develop recommendations, and implement solutions. We look forward to working with you!



2. TRAFFIC CALMING TOOLBOX

The table below identifies the traffic calming tools available for residents to request on their street blocks and the following pages provide descriptions of each. Tier 1 tools are non-physical devices, Tier 2 tools are speed control devices, and Tier 3 tools are volume control devices.


Tier Level	Traffic Calming Tools					
1	Targeted Speed Enforcement		●	●	●	●
1	Speed Feedback Signs		●		●	
1	Slow Streets Program	●	●	●	●	
1	Striped Lane Narrowing		●	●		
1	Educational Campaigns				●	
2	Traffic Circles	●	●	●		●
2	Median Islands		●	●		
2	Curb Extensions		●	●		●
2	Mid-block Curb Extensions (Chokers)		●			●
2	Offset Curb Extensions (Chicanes)		●			●
2	Speed Humps		●			
3	Diagonal Diverters	●	●	●		●
3	Partial Street Closure	●	●	●		●
3	Full Street Closure	●		●		●
3	Turn-Movement Restrictions	●				
3	Forced Turn Islands	●		●		●
3	Median Barricades	●		●		●

Tier 1 Tools

Tier 1 tools are non-physical devices, meaning any measure that does not require physical changes to the roadway. Non-physical devices are intended to increase drivers’ awareness of surroundings and influence driver behavior without physical devices. These devices have limited effectiveness as stand alone devices and should be used to supplement physical devices. Costs are approximate and subject to change.

Spot Speed Enforcement


The Beverly Hills Police Department (BHPD) provides temporary spot speed enforcement via officers and/or a mobile radar trailer based on observations of need and at locations requested by the community. The length of targeted enforcement depends on current BHPD resources and availability. Targeted enforcement may also be used in conjunction with Tier 2 and Tier 3 tools to help drivers become aware of new restrictions.

Factors for Consideration	Description	Example
Application	Any street type	
Advantages	<ul style="list-style-type: none"> • Inexpensive if used temporarily • Does not physically slow emergency vehicles (or buses) • Quick implementation if resources are available 	
Disadvantages	<ul style="list-style-type: none"> • Expensive to maintain an increased level of enforcement • Effectiveness may be temporary 	
Approximate Cost	Officer’s burden rate	
Goals Targeted	<ul style="list-style-type: none"> • Reduce excessive vehicle speeds • Improve pedestrian and bicyclist safety • Educate the community • Enhance neighborhood identity 	




Speed Feedback Signs

Speed feedback signs measure each approaching vehicle’s speed. Real-time speeds are relayed to drivers and can either flash or stop displaying the speed when speeds exceed the limit. Speed feedback signs are typically mounted on or near speed limit signs and are common in school zones.

Factors for Consideration	Description	Example
Application	Any street type	
Advantages	<ul style="list-style-type: none"> ● Real-time speed feedback ● Does not physically slow emergency vehicles (or buses) ● Permanent installation 	
Disadvantages	<ul style="list-style-type: none"> ● May require power source ● Only effective for one direction of travel ● Long-term effectiveness uncertain ● Subject to vandalism 	
Approximate Cost	\$5,000-10,000 per device	
Goals Targeted	<ul style="list-style-type: none"> ● Reduce excessive vehicle speeds ● Educate the community 	

Slow Streets Program


Neighborhood Slow Streets are residential street blocks that discourage speeding and cut-through traffic to make the street safer for walking, running, cycling, and other non-motorized transportation. Neighborhood Slow Streets, which originated during the COVID-19 pandemic, are not street closures and allow local traffic access for residents and their visitors, delivery vehicles, street sweeping, trash pickup, and emergency vehicles.

Factors for Consideration	Description	Examples
Application	Residential street blocks with a 25 MPH speed limit	
Advantages	<ul style="list-style-type: none"> • Inexpensive • Simple and quick installation • Does not physically slow emergency vehicles (or buses) 	
Disadvantages	<ul style="list-style-type: none"> • Long-term effectiveness uncertain • Subject to vandalism 	
Approximate Cost	\$500-1,000 per block	
Goals Targeted	<ul style="list-style-type: none"> • Manage traffic volumes • Reduce excessive vehicle speeds • Improve pedestrian and bicyclist safety • Educate the community 	




Striped Lane Narrowing

Lane striping (center and/or edge lines) can be used to narrow the roadway, thereby inducing drivers to lower their speeds. Narrower travel lanes support slower driving because they make drivers feel more constricted, whereas wider travel lanes encourage faster driving because they have fewer visual impediments. The additional roadway space as a result of narrowing lanes can be used to create parking lanes, bike lanes, etc.

Factors for Consideration	Description	Examples
Application	Striped streets	
Advantages	<ul style="list-style-type: none"> ● Inexpensive ● Striping can repurpose excess width to create bike and/or parking lanes without reducing number of travel lanes ● Does not physically slow emergency vehicles (or buses) 	
Disadvantages	<ul style="list-style-type: none"> ● Has not been shown to significantly reduce travel speeds ● Requires regular maintenance 	
Approximate Cost	\$2-4 per linear foot	
Goals Targeted	<ul style="list-style-type: none"> ● Reduce excessive vehicle speeds ● Improve pedestrian and bicyclist safety 	

Educational Campaigns

Educational campaigns can be used to distribute a variety of messages to the community, such as the purpose and/or use of new traffic calming tools or a general message about how to travel safely on the road. The City conducts educational campaigns on an ongoing basis citywide, but can conduct neighborhood-level campaigns, as needed or appropriate.

Factors for Consideration	Description	Examples
Application	Any street	
Advantages	<ul style="list-style-type: none"> Materials can be updated with variable messages Materials can be provided in a variety of formats to reach broad audiences 	
Disadvantages	<ul style="list-style-type: none"> Has not been shown to significantly change behavior Printed materials can create additional waste 	
Approximate Cost	Varies based on educational material	
Goals Targeted	<ul style="list-style-type: none"> Educate all roadway users (motorists, pedestrians, cyclists, etc.) on rules of the road and safety tips 	




Tier 2 Tools

Tier 2 tools are physical devices used for speed management. These tools can be “vertical deflection devices” that use variations in pavement height and/or alternative paving materials to physically reduce travel speeds. Vertical deflection devices are designed for travel speeds over the device of approximately 15 to 20 MPH depending on the device. Additionally, these tools can be “horizontal deflection devices” that use raised islands to eliminate straight-line paths along roadways and through intersections. Costs are approximate and subject to change.

Traffic Circles

Traffic circles are raised islands, placed in intersections, around which traffic circulates. Stop signs or yield signs can be used as traffic controls at the approaches. Circles can prevent drivers from speeding through intersections by impeding straight-through movement and forcing drivers to slow down. The magnitude of speed reduction is dependent on spacing.

Factors for Consideration	Description	Example
Application	Streets with one travel lane in each direction	
Advantages	<ul style="list-style-type: none"> ● On average can achieve 11% reduction in 85th percentile speeds between slow points, 71% decrease in annual collisions, and 5% reduction in traffic volumes ● Can have positive aesthetic value ● Potential for stormwater capture 	
Disadvantages	<ul style="list-style-type: none"> ● Requires careful design to allow passage of emergency vehicles and avoid traffic encroaching on pedestrian crosswalks 	
Approximate Cost	\$10,000 - \$75,000 per intersection (plus additional maintenance costs)	
Goals Targeted	<ul style="list-style-type: none"> ● Reduce excessive vehicle speeds ● Improve pedestrian and bicyclist safety ● Enhance neighborhood identity 	

Median Islands


Median islands are raised islands along the centerline of a street that narrow the travel lanes at those locations. When fitted with a gap to allow pedestrians to walk through at a crosswalk, they are often called “pedestrian refuge islands”. They can be landscaped to increase visual aesthetics. The magnitude of speed reduction is dependent on the spacing of islands.

Factors for Consideration	Description	Examples
Application	Any street with appropriate width	
Advantages	<ul style="list-style-type: none"> ● On average can achieve 7% reduction in 85th percentile speeds between slow points and 10% reduction in vehicles per day ● Can reduce traffic volumes if alternative routes are available ● Can increase pedestrian safety ● Potential aesthetic upgrades ● Potential for stormwater capture 	
Disadvantages	<ul style="list-style-type: none"> ● Potential loss of on-street parking ● Some locations may not be suitable due to driveway access 	
Approximate Cost	\$35,000 - \$75,000 per device (plus additional maintenance costs)	
Goals Targeted	<ul style="list-style-type: none"> ● Manage traffic volumes ● Reduce excessive vehicle speeds ● Improve pedestrian and bicyclist safety ● Enhance neighborhood identity 	





Curb Extensions

Curb extensions or “bulb-outs” narrow the travel/parking lane at intersections. They “pedestrianize” intersections by shortening the crossing distance and decreasing the curb radii; thus reducing turning vehicle speeds. The magnitude of reduction in speed is dependent on the spacing and curb radii.

Factors for Consideration	Description	Examples
Application	Any street type, typically with a parking lane	
Advantages	<ul style="list-style-type: none"> ● On average can reduce 85th percentile speeds by 7% between slow points and vehicles per day by 10% ● Reduces pedestrian crossing distance and exposure to vehicles ● Through and left turn movements are easily negotiable by large vehicles ● Can create protected on-street parking bays ● Potential for stormwater capture 	
Disadvantages	<ul style="list-style-type: none"> ● Potential loss of on-street parking at intersections ● May require bicyclists to briefly merge with vehicle traffic 	
Approximate Cost	\$80,000 - \$180,000 per device (plus additional maintenance costs)	
Goals Targeted	<ul style="list-style-type: none"> ● Reduce excessive vehicle speeds ● Improve pedestrian safety ● Enhance neighborhood identity 	

Mid-block Curb Extensions (Chokers)



Chokers are curb extensions at midblock locations that narrow a street, encouraging drivers to reduce their speeds approaching the devices.

Factors for Consideration	Description	Examples
Application	Typical residential street block with on-street parking	
Advantages	<ul style="list-style-type: none"> • On average can achieve reduction in 85th percentile speeds by 7% between slow points and 10% reduction in vehicles per day • Easily negotiable by emergency vehicles and buses • Can have positive aesthetic value • Potential for stormwater capture 	
Disadvantages	<ul style="list-style-type: none"> • May require bicyclists to briefly merge with vehicle traffic at choker location • Loss of on-street parking • Requires additional effort during street cleaning 	
Approximate Cost	\$80,000 per set (plus additional maintenance costs)	
Goals Targeted	<ul style="list-style-type: none"> • Reduce excessive vehicle speeds • Enhance neighborhood identity 	




Offset Curb Extensions (Chicanes)

Chicanes are realignments of otherwise straight streets to form S-shaped curves. They are often designed as a series of lateral shifts rather than as continuous curves.

Factors for Consideration	Description	Examples
Application	Neighborhood streets with one travel lane in each direction	
Advantages	<ul style="list-style-type: none"> ● On average can achieve reduction in 85th percentile speeds by 6% between slow points and 15% reduction in vehicles per day ● Little or no increase in noise levels ● Little if any impediment to transit/bus service ● Potential for stormwater capture 	
Disadvantages	<ul style="list-style-type: none"> ● Loss of on-street parking at chicane location 	
Approximate Cost	\$2,500 - \$30,000 per device (plus additional maintenance costs)	
Goals Targeted	<ul style="list-style-type: none"> ● Reduce excessive vehicle speeds ● Enhance neighborhood identity 	

Speed Humps

Speed humps are vertical deflection devices, typically 3-inches tall and 12-14 feet long, made of asphalt or preformed rubber installed across a roadway.

Factors for Consideration	Description	Example
Application	Residential street blocks	
Advantages	<ul style="list-style-type: none"> ● Speed humps reduce speeds to 15–20 MPH ● Potential reduction in traffic volumes ● Maintains emergency response times 	
Disadvantages	<ul style="list-style-type: none"> ● May not be appropriate for use near curves ● Speed humps will not be considered on streets with grades steeper than 8%; traffic volumes greater than 5,000 vehicles per day; or designated evacuation, truck, or transit routes ● Speed humps shall not be located adjacent to driveways or within 250 feet of a controlled intersection ● Noise from vehicles slowing and accelerating ● Aesthetics 	
Approximate Cost	\$7,500-15,000 per device	
Goals Targeted	<ul style="list-style-type: none"> ● Reduce excessive vehicle speeds 	

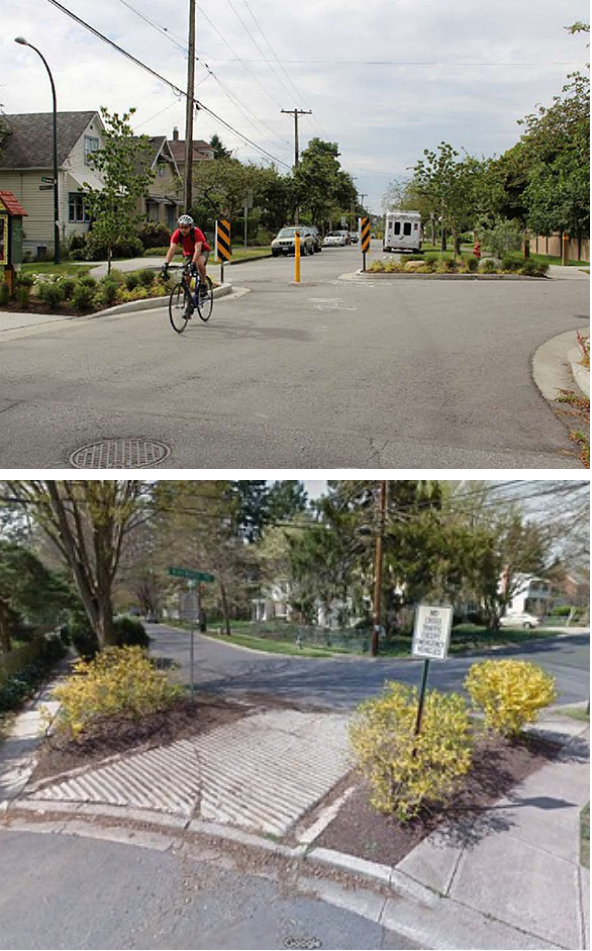
Tier 3 Tools

Tier 3 tools are physical devices that can be used to control vehicle volumes by precluding particular vehicle movements. While these are highly effective traffic calming measures, they also restrict the movements of residents that live in neighborhoods where they are present. Costs are approximate and subject to change.





Diagonal Diverters

Diagonal diverters are barriers placed diagonally across an intersection, blocking through movements. Similar to half street closures (see below), they are typically staggered to create circuitous routes through neighborhoods.

Factors for Consideration	Description	Examples
Application	Any street type	
Advantages	<ul style="list-style-type: none"> ● On average can achieve reduction in 85th percentile speeds by 4% between slow points and 35% reduction in vehicles per day ● Able to maintain full pedestrian and bicycle access ● Potential for stormwater capture 	
Disadvantages	<ul style="list-style-type: none"> ● Causes access issues for local residents ● Potential delays for emergency services ● May require reconstruction of curb corners ● May not be feasible if impacts to drainage or other utilities 	
Approximate Cost	\$20,000 - \$125,000 per intersection (plus additional maintenance costs)	
Goals Targeted	<ul style="list-style-type: none"> ● Manage traffic volumes ● Reduce excessive vehicle speeds ● Improve pedestrian and bicyclist safety ● Enhance neighborhood identity 	

Partial Street Closure



Partial closures (or half street closures) are barriers that block travel in one direction for a short distance on otherwise two-way streets. Partial closures are the most common volume control measures after full street closures. They are often used in sets to make travel through neighborhoods on grid street patterns circuitous rather than direct.

Factors for Consideration	Description	Examples
Application	Any street type	
Advantages	<ul style="list-style-type: none"> ● On average can achieve reduction in 85th percentile speeds by 19% between slow points and 42% reduction in vehicles per day ● Able to maintain full pedestrian and bicycle access ● Potential for stormwater capture 	
Disadvantages	<ul style="list-style-type: none"> ● Causes access issues for local residents ● Drivers can bypass the barriers by entering oncoming traffic 	
Approximate Cost	\$100,000 - \$300,000 per intersection (plus additional maintenance costs)	
Goals Targeted	<ul style="list-style-type: none"> ● Manage traffic volumes ● Reduce excessive vehicle speeds ● Improve pedestrian and bicyclist safety ● Enhance neighborhood identity 	




Full Street Closure

Full street closures are barriers placed across a street to close the street completely to through traffic, usually leaving only sidewalks or bikeways open. The barriers may consist of landscaped islands, walls, gates, side-by-side bollards, or any other obstructions that leave an opening smaller than the width of a passenger car. Emergency vehicles can be accommodated via removable bollards or similar devices.

Factors for Consideration	Description	Examples
Application	Any street type	
Advantages	<ul style="list-style-type: none"> ● On average can achieve 44% reduction in vehicles per day ● Able to maintain pedestrian and bicycle connectivity ● Emergency access provided in design ● Potential for stormwater capture 	
Disadvantages	<ul style="list-style-type: none"> ● Causes access issues for local residents ● Diverts traffic to another street ● May not be feasible if impacts to drainage to other utilities 	
Approximate Cost	\$50,000 - \$400,000 per intersection (plus additional maintenance costs)	
Goals Targeted	<ul style="list-style-type: none"> ● Manage traffic volumes ● Improve pedestrian and bicyclist safety ● Enhance neighborhood identity 	

Turn-Movement Restrictions



Turn-movement restrictions involve the use of signs to prevent undesired vehicle turning movements without the use of physical devices, such as into a residential neighborhood. The turn-movement restrictions may be full-time or limited hours, such as only during peak commute hours.

Factors for Consideration	Description	Example
Application	Any street type	
Advantages	<ul style="list-style-type: none"> • Can reduce cut-through traffic at specific times of day • Can increase safety at intersections by prohibiting certain turning movements • Low cost 	
Disadvantages	<ul style="list-style-type: none"> • Restrictions apply to resident and non-residents • May require enforcement to be effective • May divert a traffic problem to another street 	
Approximate Cost	\$150 - \$2,000 per intersection (plus enforcement)	
Goals Targeted	<ul style="list-style-type: none"> • Manage traffic volumes 	




Forced Turn Islands

Forced turn islands are raised islands that prohibit certain movements on approaches to an intersection.

Factors for Consideration	Description	Examples
Application	Any street type	
Advantages	<ul style="list-style-type: none"> On average can achieve 31% reduction in vehicles per day Can improve safety at an intersection by prohibiting critical turning movements Able to maintain pedestrian and bicycle connectivity 	
Disadvantages	<ul style="list-style-type: none"> May cause access issues for some residents 	
Approximate Cost	\$15,000 - \$30,000 per intersection	
Goals Targeted	<ul style="list-style-type: none"> Manage traffic volumes Improve pedestrian and bicyclist safety Enhance neighborhood identity 	

Median Barricades

Median barricades are narrow islands or curbs located on the centerline of a street and are intended to reduce traffic volumes. Placement is usually at intersections or mid-block locations and continue through intersections with cross streets.

Factors for Consideration	Description	Examples
Application	Any street type	
Advantages	<ul style="list-style-type: none"> • Can improve safety at an intersection by prohibiting critical turning movements • Reduces traffic volumes • May improve safety through access limitations • Able to maintain pedestrian and bicycle connectivity • Emergency access provided in design 	
Disadvantages	<ul style="list-style-type: none"> • May cause access issues for some residents 	
Approximate Cost	\$8,000 - \$40,000 per intersection	
Goals Targeted	<ul style="list-style-type: none"> • Manage traffic volumes • Improve pedestrian and bicyclist safety • Enhance neighborhood identity 	

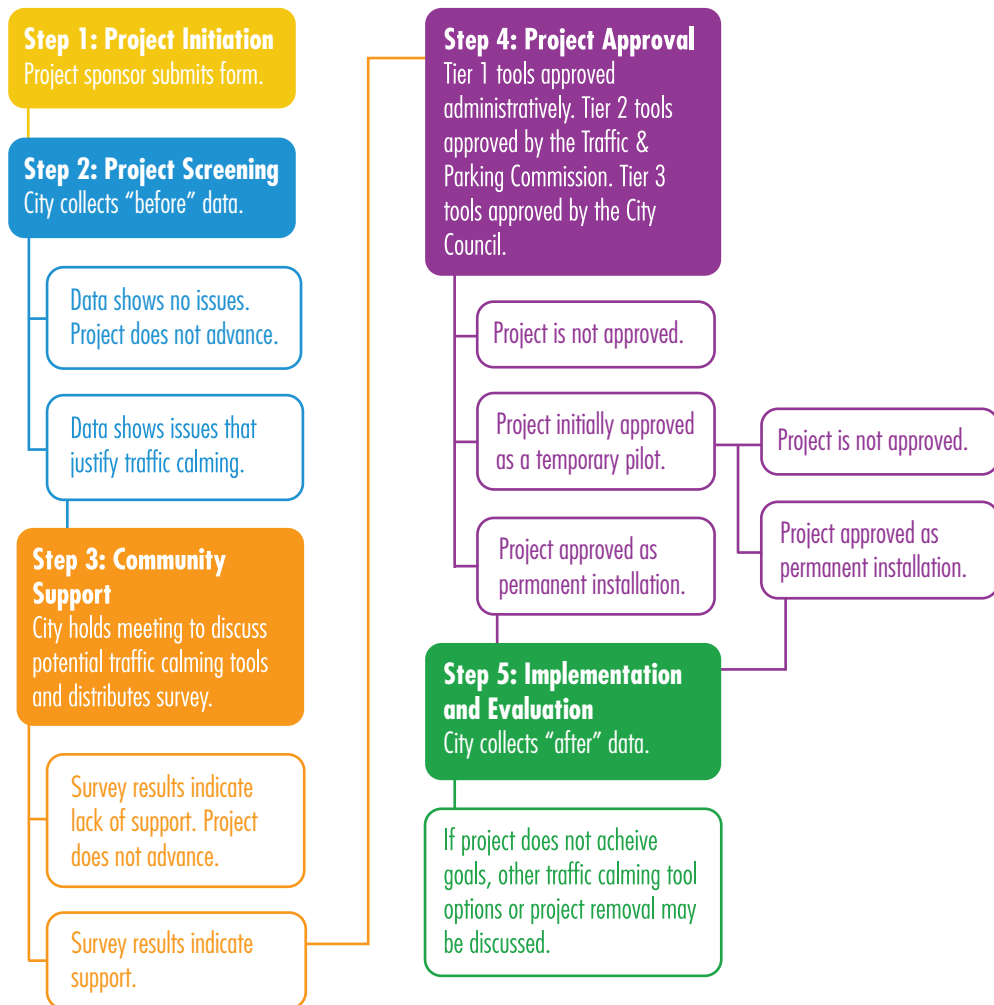
Future Tools

This toolbox is intended to be flexible to accommodate innovation in transportation. Resident requests for traffic calming tools that were not available at the time of this publication will be considered and will follow the policies and procedures herein based on the appropriate Tier level for each tool’s associated impacts.



3. POLICIES AND PROCEDURES

This section provides step-by-step instructions for the community to request and obtain approval for traffic calming measures on their streets. The graphic below summarizes the steps, which are described in detail on the following pages.



Step 1: Project Initiation

The City's Neighborhood Traffic Calming Program is resident-driven. To initiate the process to request traffic calming for one or more street blocks, a project sponsor residing on the street must complete and submit a form on the City's website:

www.beverlyhills.org/trafficcalming.

The form will be used by City staff to better understand the issues observed by the project sponsor and why they are requesting traffic calming on their street, which will inform the data collection efforts in **Step 2: Project Screening**. Alternative methods of submitting the form for residents without internet access can be made available upon request.

Project sponsors can make requests for traffic calming on one or multiple blocks of the same street. However, requests for traffic calming on more than one street must have a project sponsor from each street.

Step 2: Project Screening

After the City receives a completed project initiation form, staff will gather and evaluate data to determine the existing traffic conditions, identify and quantify the problem(s), and confirm the applicability of the desired traffic calming measure. Depending on the issues identified by the project sponsor, data collected could include:

- Vehicle speeds
- Traffic volumes (including trucks)
- Roadway characteristics (street geometry, curvature, grade, etc.)
- Neighborhood context (adjacent land uses, bike routes, etc.)
- Engineer's identification of unique conditions



If a project passes the screening process, the results will be presented to the project sponsor and residents on the block(s) in a written report and at a community meeting as outlined in **Step 3: Community Support**. The report and presentation will include a discussion of considerations for potential traffic calming measures that could address the issues identified by the project sponsor.

If a project does not pass the screening process, meaning the City has determined that there is not an issue with speeding, cut-through traffic, etc. on the block(s), the results will be communicated to the project sponsor and the project will not move forward to the next step.

The City will review applications in a holistic manner so that multiple requests for traffic calming within the same neighborhood will be coordinated and will complement each other.

Step 3: Community Support

Initial Community Meeting

As noted above, the first step in determining community support for traffic calming measures is for the City to hold a meeting with the project sponsor and residents on the block(s) to review the results of data collected. The City will present options from the Traffic Calming Toolbox that could address the issues identified by the project sponsor and discuss the pros and cons of each. The City will solicit community feedback on preferences for specific tools.

Community Survey

Based on feedback received, the City will distribute a survey to residents residing on the block(s) to gauge support for the traffic calming tools discussed at the community meeting. The survey can be submitted to the City online, by phone, by fax, by mail, or by email. The City will accept one survey per dwelling unit, regardless of ownership status.

Thresholds of Support

Community support will be determined by survey responses. Tier 1, 2, and 3 tools will have increasingly high thresholds of support due to the anticipated impacts to residents. If a proposal is not supported, the sponsor must wait at least one year before reapplying.

Step 4: Project Approval

Approving Body

If it is determined that there is community support for traffic calming measures included in the survey, the project will move forward for approval. As shown in the following table, Tier 1 tools can be approved administratively at the City staff level. Tier 2 tools (with exception to speed humps, which follow the process outlined in the Municipal Code) must be approved by the Traffic & Parking Commission. If approved, the City Council will be informed and may choose to further discuss the project. Tier 3 tools must be approved by the City Council because of their increased ability to inconvenience residents and/or emergency responders, and/or divert traffic to adjacent streets.

Community Notification

The City will mail notices to all residents residing on the block(s), as well as residents on the immediately adjacent block(s), in advance of Traffic & Parking Commission and City Council meetings notifying them that the project has been agendized. At this time, residents on the immediately adjacent block(s) will have the opportunity to provide feedback on the project for consideration by the approving body. Should the Traffic & Parking Commission/City Council approve the project, the City will also mail notices to the aforementioned residents advising of project installation.

For Tier 1 tools approved administratively at the staff level, the City will mail installation notices only to residents residing on the impacted block(s) unless there are unique considerations that would justify a broader notification.



Traffic Calming Tools	Threshold of Support	Approving Body	May Require Pilot Project
Tier 1 Tools (Non-Physical Devices)			
Spot Speed Enforcement	N/A	BHPD	No
Speed Feedback Signs	> 50%	Administrative	No
Slow Streets Program	> 50%	Administrative	No
Striped Lane Narrowing	> 50%	Administrative	No
Educational Campaigns	N/A	Administrative	No
Tier 2 Tools (Speed Control Devices)*			
Traffic Circles	60%	Traffic & Parking Commission	Yes
Median Islands	60%	Traffic & Parking Commission	Yes
Curb Extensions	60%	Traffic & Parking Commission	Yes
Mid-block Curb Extensions (Chokers)	60%	Traffic & Parking Commission	Yes
Offset Curb Extensions (Chicanes)	60%	Traffic & Parking Commission	Yes
Speed Humps	60%	Administrative**	No
Tier 3 Tools (Volume Control Devices)*			
Diagonal Diverters	70%	City Council	Yes
Partial Street Closure	70%	City Council	Yes
Full Street Closure	70%	City Council	Yes
Turn-Movement Restrictions***	70%	City Council	Yes
Forced Turn Islands	70%	City Council	Yes
Median Barricades	70%	City Council	Yes

* Some measures in Tiers 2 and 3 may require additional funding approval by City Council.

** The City has historically approved speed humps at the staff level because despite being a Tier 2 tool, modern speed hump designs have low impacts to residents and emergency responders.

*** This device is considered Tier 3 when complied with and can require increased spot enforcement.

Pilot Projects

In some cases, the City will require projects to be installed as temporary pilot projects that will go through a second round of approval for permanent installation. For example, Tier 3 tools that are new to Beverly Hills may be justified as pilot projects. At the time of approval, the approving body will determine whether the project will be installed as a pilot project or permanent installation, based on applicability outlined in the previous table, and determine the time period of the pilot project.

Pilot projects for Tier 2 tools ranging from one- to sixty-day installations are not required to be approved by the City Council because of their brief and temporary nature. Pilot projects that exceed a sixty-day installation are required to have City Council approval to install.

The purpose of pilot projects is to allow residents to experience the devices prior to approval. The City will not conduct a formal project evaluation as discussed in **Step 5: Implementation and Evaluation** until the permanent project is approved.

Project Prioritization

At this time, projects will be implemented in the order that they are approved. However, the City will monitor the need to establish a prioritization process based on funding availability, scope of the request, and urgent need. In some cases, projects that are approved may require a request to City Council for additional funding prior to implementation. For example, if a project is approved toward the end of the fiscal year and funds have already been allocated to other projects, installation may be postponed until the following fiscal year when more funds become available.

Step 5: Implementation and Evaluation

Project installation timelines will vary based on size and tier level. Tier 1 tools can typically be implemented within a few months, while Tier 2 and 3 tools may require over a year to install



if civil design and major construction must occur. The City will provide the community with estimated design and construction schedules when projects are approved.

All projects that are approved and installed will undergo a post-implementation evaluation at least six months after installation is complete. Using the same criteria as identified in **Step 2: Project Screening**, the City will collect “after” data to determine if the project addresses the issues provided by the project sponsor on their project initiation form.

After data is collected and analyzed, the City will share the results with the project sponsor and residents on the street. If the project is determined to have not addressed the issues, the project sponsor and residents will have the opportunity to request additional traffic calming measures be installed on their street, if desired.

Case Studies

Project evaluations will be used to develop case studies for traffic calming tools on Beverly Hills streets. Case studies will be added to the Traffic Calming Toolbox to help residents understand how the tools have worked within the context of their neighborhood and/or throughout the city.

Project Removal

If the residents on the street decide that they no longer want the previously installed traffic calming device(s), they must follow the same procedure specified during the approval process to request that the device(s) be removed. Traffic calming devices must be in place at least 12 months before City consideration of removal. The City Council may require residents to participate in covering the cost of the removal and reserves the right to direct staff to remove any traffic calming measure.



City of Beverly Hills
Public Works Department

(310) 285-2467

AskPW@beverlyhills.org

www.beverlyhills.org/trafficcalming