



## EXECUTIVE SUMMARY

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. The plan identifies a vision for the transportation network, guided by multi-modal goals and policies.

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.

Both documents are the result of the dedication and commitment of Beverly Hills' Traffic and Parking Commissioners, City Council, local mobility advocates, and community stakeholders whose vision guided the development of these transformative documents. Input and feedback that informed the plan has been gathered in a variety of formats, including:

- Via an online survey, which received 250 unique responses
- Through a variety of different events: Three public workshops, a pop-up event at the Farmers' Market, and a walk audit. Each event was attended by between 20 and 60 people.
- Via the comments feature of the project website ([www.beverlyhills.org/completestreets](http://www.beverlyhills.org/completestreets)), which received 65 comments/sign-ups for updates throughout the planning process
- Via the comments feature of the Draft Plan, which received almost 200 total comments

## COMPLETE STREETS PLAN RECOMMENDATIONS

The Complete Streets Plan presents goals and policies to guide the use and support the installation of safe, convenient, and environmentally-friendly transportation infrastructure in the city. Goals and policies, as well

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as infrastructure and programmatic recommendations, are organized by mode: Bicycling, walking, taking transit, and driving.

### BICYCLING IN BEVERLY HILLS

The vision of the recommended bikeways in Beverly Hills is a holistic network that prioritizes accelerated installation of key east-west and north-south bicycle facilities to provide access to schools, parks, commercial areas, Metro Purple Line stations, and existing bikeways. The proposed network includes Class II bike lanes, Class IV protected bike lanes, and Class III bike boulevards. Additional recommendations include support infrastructure like more bike parking and encouragement programs such as Safe Routes to School and open streets events.

### WALKING IN BEVERLY HILLS

Recommended priority corridors for pedestrian improvements in the city include (1) streets with destinations that attract pedestrian activity, like retail and office space, but need upgrades to make them more pedestrian-friendly and (2) streets where the City has received grants for new crossings. Implementing streetscape upgrades to commercial corridors outside the core streets in the Business Triangle could expand the walkability of Beverly Hills citywide by beautifying streets, improving safety, and enhancing crossings. Treatments that can be applied include landscaping, pedestrian lighting, transit shelters, curb extensions, and outdoor gathering spaces, like parklets. In addition, the plan includes a new crosswalk policy to guide the installation of new, uncontrolled pedestrian crossings, and recommends events like “pedestrian only” days to encourage walking.

### TAKING TRANSIT IN BEVERLY HILLS

Improving bus stops will dramatically improve the transit rider experience in Beverly Hills and is an important first step in implementing first/last mile connections to the future Metro Purple Line stations. Other recommended first/last mile improvements include a Mobility Hub at the Wilshire/La Cienega station, a northern entrance to the Wilshire/Rodeo station, and an autonomous shuttle that provides access to the stations. Transit operations could be enhanced through infrastructure like floating bus islands and bus only lanes. In addition, the City can encourage increased ridership through programs and policies to incentivize taking transit.

### DRIVING IN BEVERLY HILLS

Recommendations to enhance vehicle infrastructure are aimed at (1) making the roadways more efficient for drivers through improvements to major corridors and (2) making neighborhoods more livable through neighborhood traffic management and safer streets. Congestion can be improved through infrastructure and policies, such as better management of curbsides, appropriate parking prices, neighborhood car share, and an updated Transportation Demand Management ordinance. New collision management software will help improve roadway safety by allowing for better collision tracking and reporting.

## ACTION PLAN RECOMMENDATIONS

The Complete Streets Action Plan prioritizes recommended and ongoing projects for implementation in the first six years after plan adoption, prior to the opening of the Metro Purple Line stations in 2023 (Wilshire/La Cienega) and 2025 (Wilshire/Rodeo). It is divided into four sub-action plans – Bicycle Action Plan, Pedestrian Action Plan, Transit Action Plan, and Vehicle Action Plan – in order to effectively monitor progress toward meeting the goals and objectives for each mode as outlined in the Complete Streets Plan.

The Action Plan will serve as a working document to be updated as projects and tasks are completed. The City plans to conduct a comprehensive review approaching the end of the six-year timeline and reprioritize as needed during the next five years.