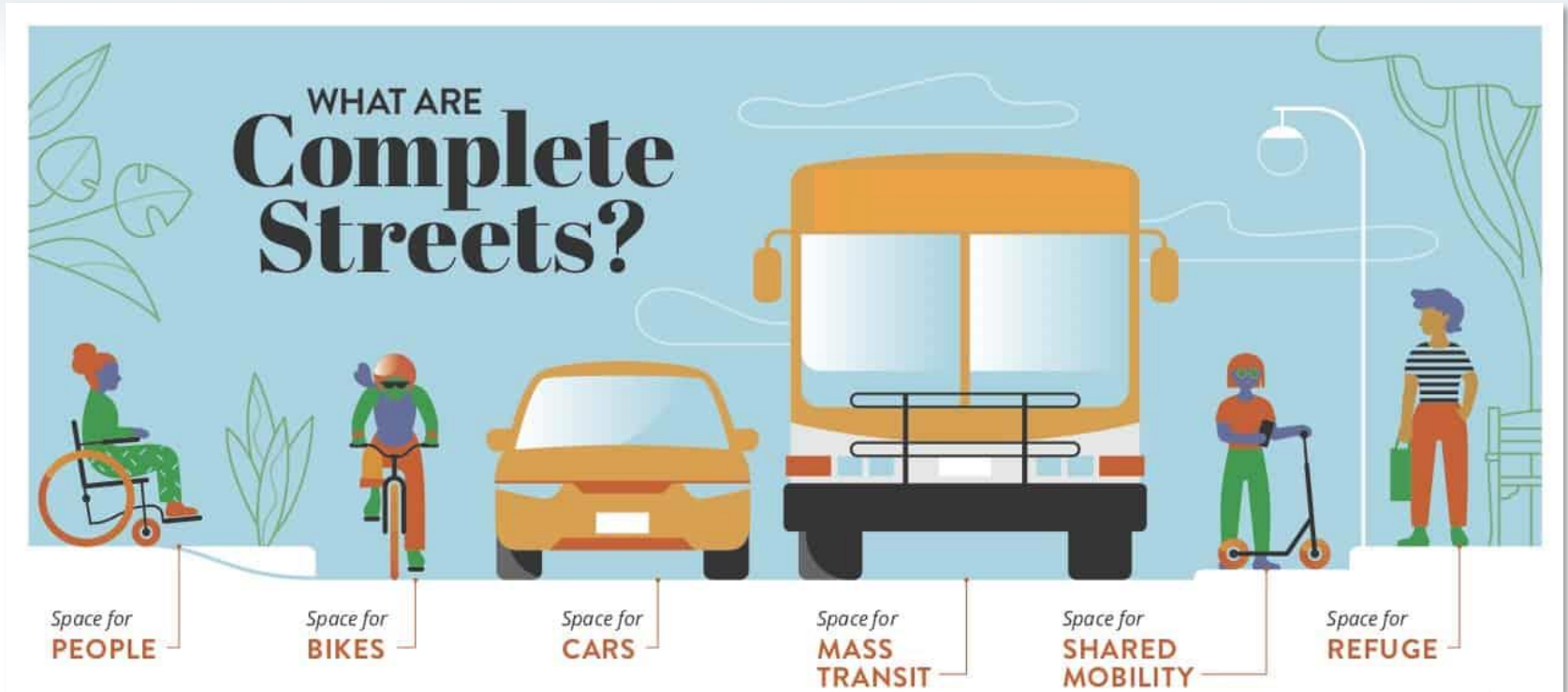




# Complete Streets and the CAAP



Public Works Commission  
March 3, 2023



- Considers how people get from one place to another
- Not a “one-size-fits-all” approach
- Some streets may prioritize different modes (complete street vs. network)
- Meant to expand travel options



- Adopted by City Council in April 2021
- Three-year outreach and engagement process
  - 3 citywide mailers to over 28,000 addresses each time
  - 250 survey responses
  - 3 public workshops
  - 1 pop-up event at Farmers' Market
  - 1 walk audit
  - Press releases
  - Email blasts
  - Newspaper articles and school newsletters
  - Beverly Hills Cable TV ad
  - City website and social media
  - Postcards at Farmers' Market and parks
  - Presentations to community groups (Next BH, Chamber of Commerce, etc.)



# Complete Streets Plan





# Complete Streets Plan

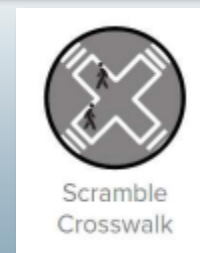
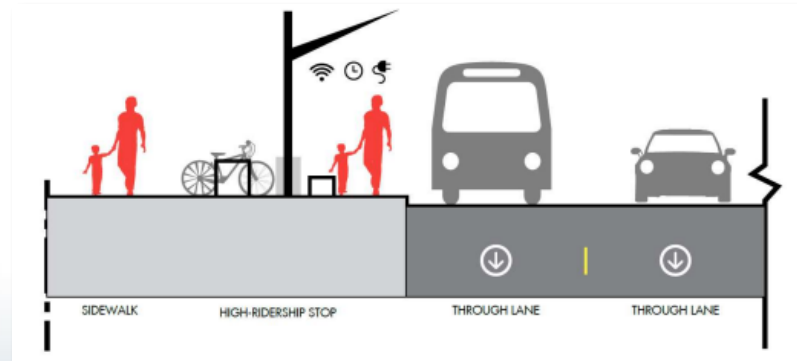
## 1. Goals and policies that guide the vision of transportation projects

Pedestrian Policies	
<b>Goal P1: Improve Pedestrian Safety</b>	
P1-1:	Reduce collisions involving pedestrians through improved street design
P1-2:	Design and maintain sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions
P1-3:	Adopt the Crosswalk Policy developed as part of this planning process
P1-4:	Upgrade existing crosswalks to high visibility, continental crosswalks
P1-5:	Enhance new and existing crosswalks with supplemental treatments to make pedestrians more visible

## 2. High level network maps to identify which streets to enhance



## 3. Menu of design options to explore feasibility of installation on identified streets during plan implementation





# Complete Streets Action Plan

## 1. Specific projects the City will pursue for all modes to meet the goals and policies identified in the plan

<p><b>Bicycle Action Plan</b></p> <p>Develop and adopt model bikeway/street design guidelines, such as those produced by the National Association of City Transportation Officials (NACTO)</p> <p><b>Goal: B1</b></p> <p>Complete bicycle corridor studies for high priority bikeways from holistic network: Charleville Blvd-Gregory Way, Roxbury Dr, Clifton Way-Le Doux Rd, and Doheny Dr (south of Burton Way)</p> <p><b>Goals: B1 and B2</b></p>	<p><b>Transit Action Plan</b></p> <p>Continue Mobility Hub and curbside management study for North Portal</p> <p><b>Goal: T1</b></p> <p><b>Pedestrian Action Plan</b></p> <p>Continue to implement streetscape design standards for Wilshire and La Cienega Boulevards</p> <p><b>Goals: P1, P2, and P3</b></p> <p>Develop streetscape design standards for South Santa Monica Boulevard-Burton Way</p> <p><b>Goals: P1, P2, and P3</b></p>	<p><b>Vehicle Action Plan</b></p> <p>Continue the implementation of citywide signal upgrades</p> <p><b>Goals: V1 and V2</b></p> <p>Coordinate with the Beverly Hills Police Department (BHPD) on the purchase of collision management software</p> <p><b>Goals: V2 and V3</b></p>
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## 2. Which years the City anticipates pursuing the projects based on staffing capacity, funding availability, etc.

Fiscal Years 2019-2020 and 2020-2021	
<p>Adjust signals in designated pedestrian districts</p> <p><b>Goal: P2</b></p>	<ul style="list-style-type: none"> <li>Adjust signals in designated pedestrian districts to permit crossing by default during extended business hours</li> </ul>



# Completed Projects

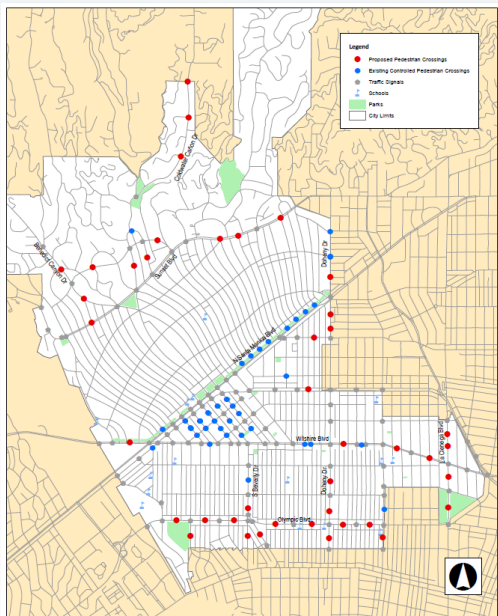


## Lighting





# Ongoing Projects



## CITY of BEVERLY HILLS NEIGHBORHOOD TRAFFIC CALMING PROGRAM



Draft for Public Review | September 2022



**WATCH FOR WALKERS!**

Keep an eye out for pedestrians crossing.

**WE WATCH OUT for EACH OTHER**

For more information, visit: [BEVERLYHILLS.ORG/TRANSPORTATION](http://BEVERLYHILLS.ORG/TRANSPORTATION)

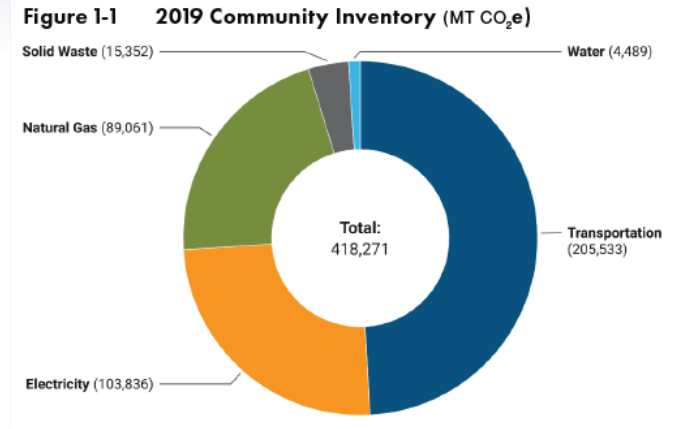






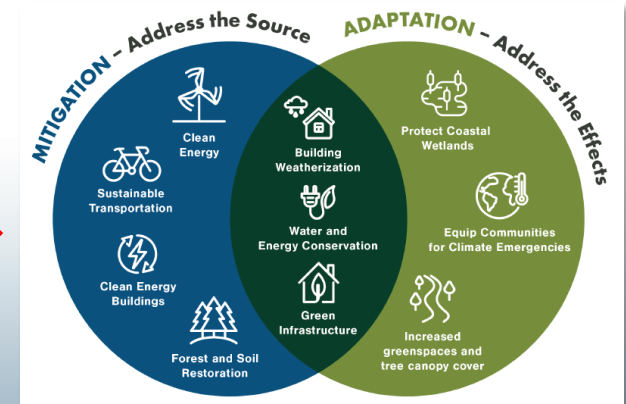
# Relationship to CAAP

Sector/ Emission Source	GHG Emissions (MT CO <sub>2</sub> e)	Percentage of Total Emissions <sup>1</sup>
<b>Transportation</b>	<b>205,533</b>	<b>49%</b>
Passenger On-road Vehicles	175,361	42%
Commercial On-road Vehicles	18,930	5%
Off-road Equipment	11,242	3%



## 6 Foundational Strategies for GHG emission reductions:

1. High participation in 100 percent renewable energy electricity
2. Carbon-free energy powered buildings reach code
3. Existing building decarbonization
- 4. Mode Shift (Complete Streets Plan, transit)**
5. EV adoption and equipment decarbonization
6. Comply with SB 1383 organics diversion requirements





## Relationship to CAAP

- Sample Draft CAAP recommendations:
  - Implement low-stress bikeways, first-last mile connections
  - Increase transit service, user comfort facilities
  - Explore expanded TDM (trip reduction) ordinance
- Next Steps
  - Continue to implement Complete Streets Plan and Action Plan
  - Implement final transportation portions of CAAP, after adoption