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
Background

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

**Pedestrian Policies**

<table>
<thead>
<tr>
<th>Goal P1: Improve Pedestrian Safety</th>
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<tbody>
<tr>
<td>P1-1: Reduce collisions involving pedestrians through improved street design</td>
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<tr>
<td>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</td>
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<td>P1-3: Adopt the Crosswalk Policy developed as part of this planning process</td>
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<td>P1-4: Upgrade existing crosswalks to high visibility, continental crosswalks</td>
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<tr>
<td>P1-5: Enhance new and existing crosswalks with supplemental treatments to make pedestrians more visible</td>
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</table>

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

**Bicycle Action Plan**
- Develop and adopt model bikeway/street design guidelines, such as those produced by the National Association of City Transportation Officials (NACTO)
- **Goal: B1**
  - 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)
- **Goals: B1 and B2**

**Transit Action Plan**
- Continue Mobility Hub and curbside management study for North Portal
- **Goal: T1**

**Pedestrian Action Plan**
- Continue to implement streetscape design standards for Wilshire and La Cienega Boulevards
- **Goals: P1, P2, and P3**
  - Develop streetscape design standards for South Santa Monica Boulevard-Burton Way
- **Goals: P1, P2, and P3**

**Vehicle Action Plan**
- Continue the implementation of citywide signal upgrades
- **Goals: V1 and V2**
  - Coordinate with the Beverly Hills Police Department (BHPD) on the purchase of collision management software
- **Goals: V2 and V3**

2. Which years the City anticipates pursuing the projects based on staffing capacity, funding availability, etc.

<table>
<thead>
<tr>
<th>Fiscal Years 2019-2020 and 2020-2021</th>
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<tbody>
<tr>
<td>Adjust signals in designated pedestrian districts</td>
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<tr>
<td>Goal: P2</td>
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- Adjust signals in designated pedestrian districts to permit crossing by default during extended business hours
Completed Projects

Lighting
Relationship to CAAP

<table>
<thead>
<tr>
<th>Sector/Emission Source</th>
<th>GHG Emissions (MT CO₂e)</th>
<th>Percentage of Total Emissions¹</th>
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</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>205,533</td>
<td>49%</td>
</tr>
<tr>
<td>Passenger On-road Vehicles</td>
<td>175,361</td>
<td>42%</td>
</tr>
<tr>
<td>Commercial On-road Vehicles</td>
<td>18,930</td>
<td>5%</td>
</tr>
<tr>
<td>Off-road Equipment</td>
<td>11,242</td>
<td>3%</td>
</tr>
</tbody>
</table>

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
• 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