

CIRCULATION

Most recently amended on January 12, 2010 by resolution 10-R-12725.
Originally adopted on September 6, 1977, by Resolution No. 77-R-5705.

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Overview

The Circulation Element has two overarching objectives. First, the neighborhoods of Beverly Hills should be preserved and enhanced, including limiting negative effects caused by vehicles. Secondly, vehicles should move into, out of, or through Beverly Hills as expeditiously as possible.

Streets in the city function as part of a regional traffic pattern. Achieving a balanced transportation and land use pattern requires cohesive transportation and land use planning. Functional traffic patterns can only be achieved in connection with well planned development where alternatives to the driving are realistic options (taking public transportation, bicycling, and walking).

On January 12, 2010 amendments were adopted to the Circulation Element to have a greater emphasis on walking, bicycle riding, and public transit for getting around town and for traveling from the city to other destinations in the region.

Planning Context

Beverly Hills is located along a densely developed part of the Wilshire Corridor and adjoins many heavily travelled areas. Many vehicles are destined for, or originate in Beverly Hills' residences, the Business Triangle, and other commercial or employment areas in the city. Beverly Hills' street pattern provides limited opportunities for all the trip-demands made upon it. Since the road system was not designed for today's traffic volume and the complex patterns of origins, destinations and turning movements, there is only a limited capability for adaptation. In many cases, "trade-offs" are required to solve or mitigate traffic congestion.



Past Programs

In the past, the City has explored several traffic-calming initiatives. From 1988 to 1991, a City Council-appointed "Livable Streets" Committee developed a 20-point Livable Streets Plan after a rigorous schedule of research, numerous meetings, and public input gathering. In 2001, the City supported a resident-initiated Neighborhood Traffic Management Plan (NTMP) pilot program for the neighborhood bound by Wilshire and Olympic Boulevards and Beverly and Doheny Drives. The Plan was developed by residents in the study area over a two-year period. Improvements to major east/west and north/south arterials, coupled with major regional transit investments, such as the Wilshire Blvd. subway extension, may improve transportation conditions in the future.



Goods Movement

The City has designated certain routes for the movement of trucks, defined as vehicles over three-ton gross vehicle weight. Use of other streets by these vehicles is prohibited in order to minimize their effect on local traffic and on adjoining land uses.

Transportation Funding

The funding of the transportation system to accommodate the City's needs is a critical component of ensuring future mobility and a vibrant environment. Funding will be needed to implement the goals and policies outlined in this Element as well as the identified roadway improvements and increased transit service.



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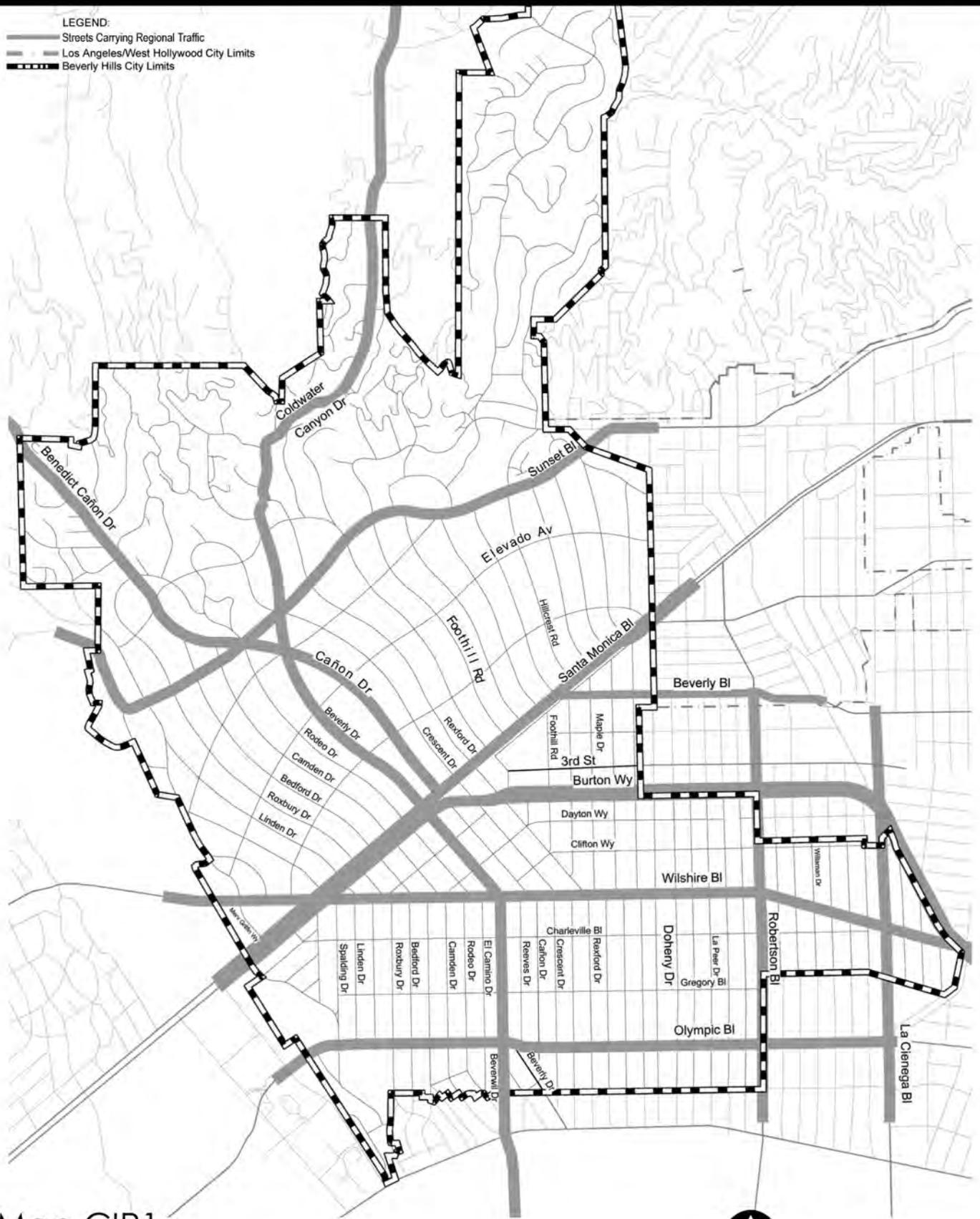
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STREETS CARRYING REGIONAL TRAFFIC



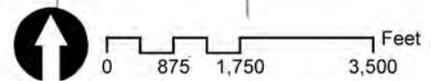
Beverly Hills General Plan

- LEGEND:**
- Streets Carrying Regional Traffic
 - Los Angeles/West Hollywood City Limits
 - Beverly Hills City Limits



Map CIR1

Source: KAKU Associates, 2005.



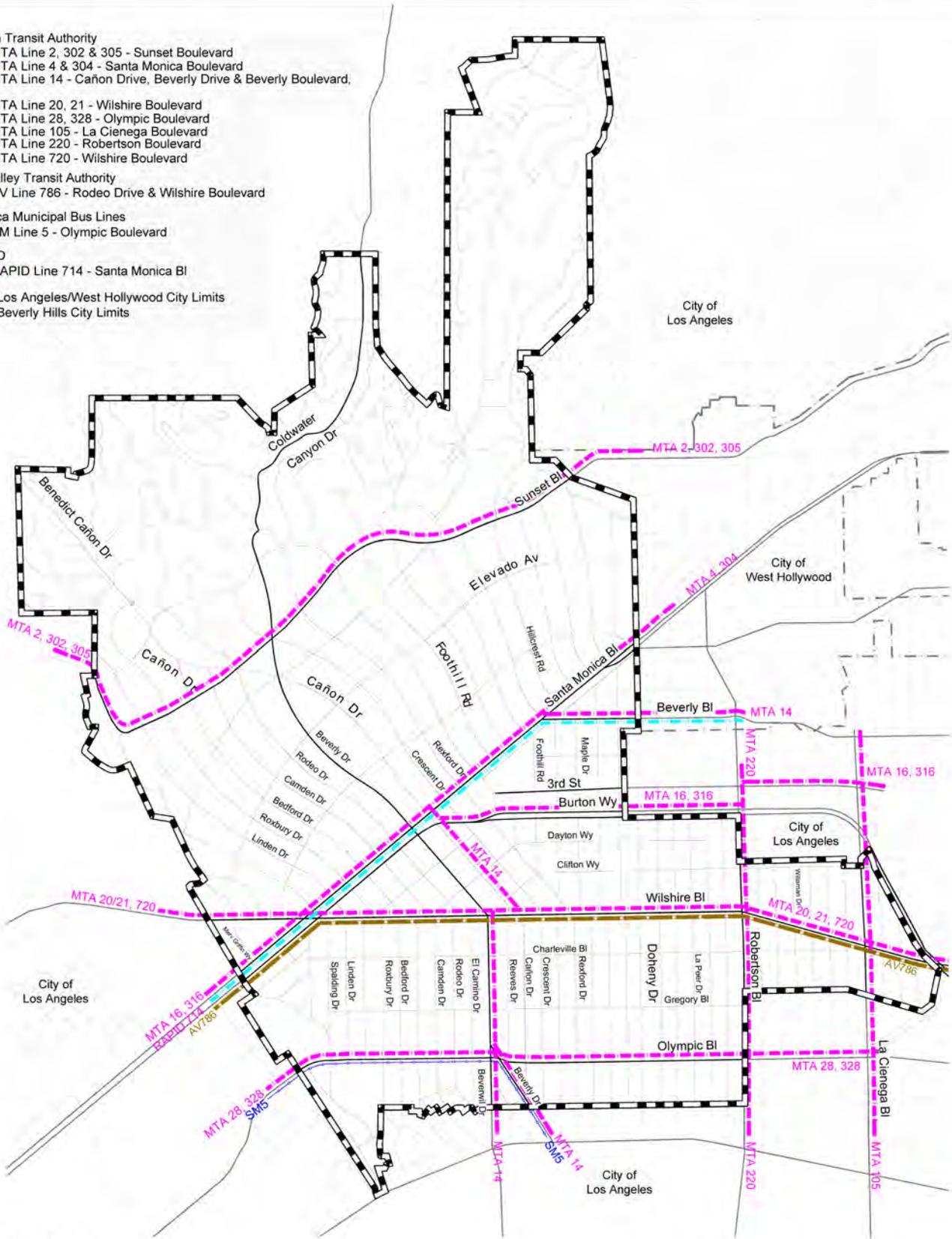
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TRANSIT SERVICE

Beverly Hills General Plan

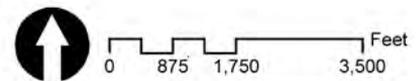


- LEGEND:**
- Metropolitan Transit Authority
 - MTA Line 2, 302 & 305 - Sunset Boulevard
 - MTA Line 4 & 304 - Santa Monica Boulevard
 - MTA Line 14 - Cañon Drive, Beverly Drive & Beverly Boulevard.
 - MTA Line 20, 21 - Wilshire Boulevard
 - MTA Line 28, 328 - Olympic Boulevard
 - MTA Line 105 - La Cienega Boulevard
 - MTA Line 220 - Robertson Boulevard
 - MTA Line 720 - Wilshire Boulevard
 - Antelope Valley Transit Authority
 - AV Line 786 - Rodeo Drive & Wilshire Boulevard
 - Santa Monica Municipal Bus Lines
 - SM Line 5 - Olympic Boulevard
 - Metro RAPID
 - RAPID Line 714 - Santa Monica Bl
 - Los Angeles/West Hollywood City Limits
 - Beverly Hills City Limits



Map CIR2

Source: KAKU Associates, 2005.



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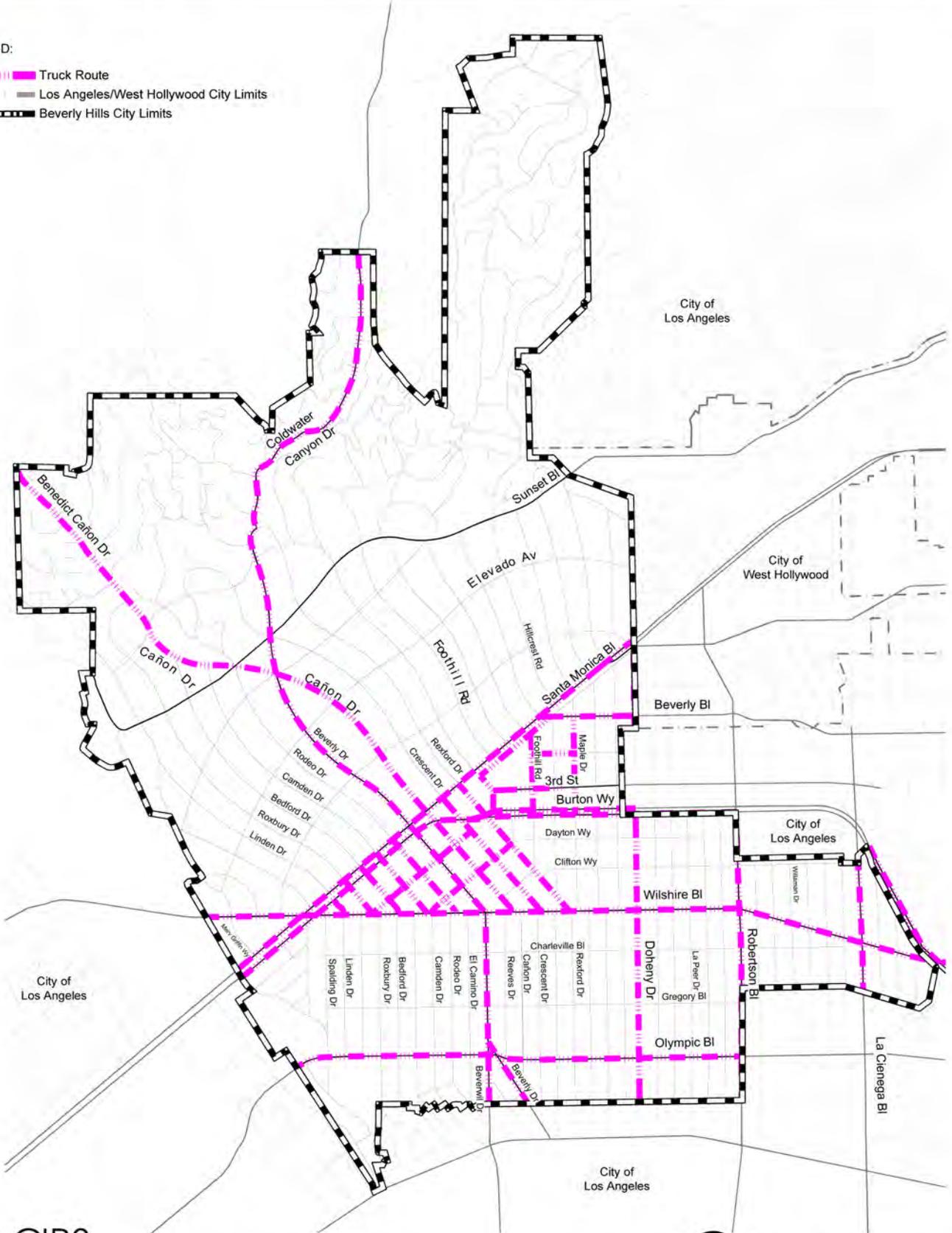
TRUCK ROUTES

Beverly Hills General Plan



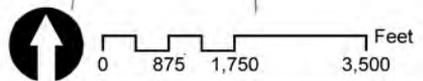
LEGEND:

- Truck Route
- Los Angeles/West Hollywood City Limits
- Beverly Hills City Limits



Map CIR3

Source: KAKU Associates, 2005.



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Goals and Policies

CIR 1 Circulation System. Provide a safe and efficient roadway circulation system within the City.

CIR 1.1 **Roadway Improvements.** Study and implement opportunities for improving traffic flow on City roadways during Peak hours. Work collaboratively with regional agencies and adjacent jurisdictions to coordinate interface of adjacent roadways. (Imp. 3.7)

CIR 1.2 **Intersection Improvements.** Study and implement opportunities for capacity improvements at City intersections, such as the intersection of Wilshire Boulevard and North Santa Monica Boulevard, to improve traffic flows along major roadways. Work collaboratively with regional agencies and adjacent jurisdictions to help improve the capacity at these intersections. (Imp. 3.7)

CIR 1.3 **Advanced Signal Technologies.** Implement advanced signal and intersection technologies that improve traffic flow and optimize traffic signal timing and coordination to reduce travel time and delay along major corridors. (Imp. 3.7)

CIR 1.4 **Level of Service.** Develop standards to address regional traffic growth through the City to promote transit ridership, biking, and walking, thereby reducing auto travel, air pollution, and energy consumption. (Imp. 3.7)

CIR 1.4a Strive to maintain vehicle flow on City roadways and intersections. Congestion may be accepted, provided that provisions are made to improve the overall system and/or promote non-motorized transportation, such as bicycling and walking, as part of a development or City-initiated project. (Imp. 3.7)

Goals and Policies

- CIR 1.4b Strive to maintain operations on regional roadways. Regional roadways are defined as arterial facilities in which at least 25-percent of the vehicular traffic is passing through the City without an origin or destination in the City. Traffic volumes and associated congestion on regional roadways are primarily the result of land use growth in surrounding jurisdictions and out of the City's control. The City shall continue to improve operations along regional roadways, as feasible, such as by implementing advanced signal and intersection technologies that improve traffic flow and optimize traffic signal timing and coordination to reduce travel time and delay. (Imp. 3.7)
- CIR 1.4c Strive to maintain operations on roadways and intersections within multi-modal districts. Multi-modal districts are characterized as areas within the City served by frequent transit service, enhanced pedestrian and bicycle systems, and areas that include a combination of uses (commercial, retail, office or residential). This shall include the Business Triangle, areas within ½ mile walking distance of bus, subway and other major transit stops and stations, and designated commercial corridors. (Imp. 3.7)
- CIR 1.4d The City recognizes that the above road conditions may not be achieved on some roadway segments, and may also not be achieved at some intersections. On these roadways, the City shall ensure that improvements to construct the ultimate roadway system are completed, with the recognition that maintenance of desired road conditions may not be achievable. (Imp. 3.7)
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Goals and Policies

CIR 1.5 **Maintenance of Roadways.** Provide regular maintenance and continue to improve operations on city streets while maintaining a minimum Pavement Condition Index (PCI) rating of 70. (Imp. 3.7)

CIR 1.5a Continue to conduct regularly scheduled street sweeping, vegetation management, and re-striping on roadways and bikeways, and respond in a timely manner to citizen requests regarding maintenance concerns. (Imp. 3.7)

CIR 2 Transit. Development of a safe, comprehensive, and integrated transit system that serves as an essential component of a multi-modal mobility system within the City.

CIR 2.1 **Metro Subway Extension.** Support the extension of the Metro subway extension through the City along Wilshire Boulevard with stations at Beverly/Rodeo and La Cienega to enhance transit service and increase transit ridership within the City and the West LA region. Explore other stops as appropriate. (Imp. 3.7)

CIR 2.1a **Linking Transit and Development.** Encourage appropriate development that may include parking for local transit riders, local-serving retail, high-end retail, restaurant and supporting uses in and around transit stops and stations. (Imp. 3.7)

CIR 2.2 **Multi-modal Transit.** Consider a variety of transit services including rail, light rail transit, bus rapid transit, trolleys (streetcars), enhanced buses, express buses, local buses, school buses, and neighborhood shuttles to meet the needs of residents, workers, and visitors. (Imp. 3.7)

CIR 2.3 **Transit Design.** Support a well-designed transit system and stations to meet the mobility needs of residents and visitors, including seniors, the disabled and transit-dependent persons. (Imp. 3.7)

Goals and Policies

CIR 2.4 **Inter-jurisdictional Cooperation.** Work collaboratively with regional agencies and adjacent jurisdictions to improve transit service, accessibility, frequency, and connectivity, and to encourage increased ridership and fewer personal automobile trips. (Imp. 7.1)

CIR 2.5 **Transit Frequency.** Support increased-frequency transit service and capital investments to serve high-density employment, commercial, residential, or mixed-use areas and activity centers. (Imp. 3.7)

CIR 2.6 **Transit Priority Measures.** Consider improvements in transit efficiency and travel times by implementing transit priority measures to help bypass congested areas. Such measures may include transit signal priority, queue bypass lanes, and exclusive transit lanes. (Imp. 3.7)

CIR 2.7 **Demand-Responsive Service.** Support the provision of demand-responsive service (e.g., paratransit) and other transportation services for those unable to use conventional transit. (Imp. 3.7)

CIR 2.8 **Funding.** Identify funding sources for local transit operating costs and improvements. (Imp. 4.2, 4.3)

CIR 2.9 **Developer Contributions.** Explore opportunities to require developer contributions for transit facilities and improvements. (Imp. 4.1)

Goals and Policies

CIR 2.10 **Interconnected Transit System.** Create or collaborate on an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling, and walking. Before funding transportation improvements that increase vehicle miles traveled, consider alternatives such as increasing public transit or improving bicycle or pedestrian travel routes. (Imp. 3.7)

CIR 2.11 **Development Review.** Review development projects in consideration of transit right-of-way needs. (Imp. 2.2)

CIR 3 Neighborhood Traffic Management. An improved community character and quality of life in City neighborhoods through the implementation of traffic management techniques.

CIR 3.1 **Neighborhood Traffic Control Measures.** Incorporate traffic control measures in residential neighborhoods as part of proposed roadway improvement or development projects to mitigate traffic impacts to residents and reduce the negative impacts of motor vehicle traffic on quality of life. Require development projects to mitigate traffic impacts to residents and reduce the negative impacts of motor vehicle traffic on residential roadways. (Imp. 3.7)

CIR 3.2 **Design of Traffic Calming Devices.** Ensure that selected traffic management devices are appropriately designed with consideration to accessibility, drainage, underground utilities, adequate visibility, landscaping and the needs of emergency, sanitation, and transit vehicles, and that these devices do not result in unintended consequences such as increased travel times, emergency response times, sound, or traffic diversions. (Imp. 3.7)

Goals and Policies

CIR 3.3 **Assessment Districts.** Investigate the feasibility of creating special assessment districts to fund improvements for neighborhood traffic management. (Imp. 4.1)

CIR 4 Parking. A parking system that balances goals for economic development, advanced Intelligent Transportation Systems (ITS) technology, reduced travel through Transportation Demand Management (TDM) measures, livable neighborhoods, sustainability, and public safety within the City.

CIR 4.1 **Parking Provisions.** Ensure that adequate parking is provided for existing and future uses while considering shared parking opportunities, Travel Demand Management (TDM) plans, and availability of alternate modes of travel, based on the site's proximity to transit. (Imp. 3.7)

CIR 4.2 **Parking Master Plan.** Prepare a parking master plan to inventory existing public and private parking supplies and demands, prioritize improvements, stimulate the economy, and explore mass transit parking needs. (Imp. 3.7)

CIR 4.3 Several detailed plans for expanded parking facilities have been developed over the years. It would be appropriate to update these into a specific program for future acquisition and expansion, as needed. This should include consideration of acquisition and possible leaseback for commercial purposes so that such parcels may be available as long as 25 years before they are needed. (CIR 2.2.1, pg CIR-20)

CIR 4.4 **Parking Standards.** Evaluate parking standards over time as increased transit services are provided, such as the Metro subway extension, to promote travel by alternate modes. (Imp. 2.1, 3.7)

Goals and Policies

CIR 4.5 **Parking Management.** Implement parking management tools to meet short-term parking needs and maximize on-street parking turnover. (Imp. 3.7)

CIR 4.6 **Parking Permit Districts.** Protect the residential character of neighborhoods by maintaining the City's residential permit parking areas. (Imp. 3.7)

CIR 4.7 **Parking Costs.** Manage parking costs to discourage single-occupant vehicle trips where parking supply is limited and alternative transportation modes are available. (Imp. 3.7)

CIR 4.8 **Shared Parking.** Consider public-private partnerships to meet the City's parking demand. (Imp. 2.1, 3.7)

CIR 4.9 **Parking Area.** Support measures that help reduce parking demand and the space required for parking. (Imp. 2.1, 3.7)

CIR 4.10 **Parking Strategies.** Examine a variety of parking strategies to maximize City resources, promote economic development, and encourage alternative modes of travel within the City, including congestion pricing programs, Parking Assessment Districts, extension of the In-Lieu Fee Program to commercial districts throughout the City, demand management studies, parking registration and reporting programs, and programs for public education regarding parking programs. (Imp. 3.7)

Goals and Policies

CIR 4.11 **Covenant Parking.** It is recommended that covenanted parking be designed so that it will be used, rather than merely be available for use. Criteria should recognize such factors as location of the use, type of use, relationship between the use site and parking site and whether or not on-street parking permits would be available to residents in certain areas. (CIR 2.2.7, pg CIR-23)

CIR 5 Intelligent Transportation Systems (ITS). An efficient transportation system that utilizes Intelligent Transportation Systems (ITS) to improve operations of existing and future facilities through advanced technologies, such as adaptive signal controls, real-time parking availability, and real-time transit information.

CIR 5.1 **Intelligent Transportation Systems (ITS) Program.** Create an Intelligent Transportation System (ITS) program that identifies implementation and operation of Intelligent Transportation Systems (ITS) in the City and prioritizes project needs. (Imp. 3.7)

CIR 5.2 **Intelligent Transportation Systems (ITS) Implementation.** Implement ITS measures to achieve cost-effective improvements in transportation system performance and operations. (Imp. 3.7)

CIR 5.3 **Real-time Travel.** Provide real-time travel and parking availability information for transportation system conditions and make the information available to users and operators. (Imp. 3.7)

CIR 5.4 **Traffic Coordination.** Monitor and control traffic on city streets and coordinate traffic operations with other local agencies. (Imp. 3.7, 7.1)

Goals and Policies

CIR 6 Transportation Demand Management (TDM). A reduction in single-occupant motor vehicle travel in the City through Transportation Demand Management (TDM) that ensures efficiency of the existing transportation network and promotes the movement of people instead of personal automobiles.

CIR 6.1 **Transportation Demand Programs.** Encourage existing major employers to develop and implement Transportation Demand Management (TDM) programs to reduce peak-period trip generation. (Imp. 3.7)

CIR 6.2 **Transportation Demand Measures.** Utilize Transportation Demand Management (TDM) measures to encourage and create incentives for the use of alternate travel modes. (Imp. 3.7)

CIR 6.3 **Transportation Demand Strategies.** Identify trip reduction credits and consider reduced transportation impact fees for demonstrated commitment to Transportation Demand Management (TDM) strategies. (Imp. 3.7)

CIR 6.4 **Transportation Demand Amenities.** Encourage employers to provide transit subsidies, bicycle facilities (including changing/shower facilities), alternative work schedules, ridesharing, telecommuting, work-at-home programs, employee education, and preferential parking for carpools/vanpools. (Imp. 3.7)

CIR 6.5 **City Transportation Demand Management.** Continue and expand a TDM program for City employees. (Imp. 3.7)

CIR 6.6 **Transportation Demand Funding.** Study the feasibility of a citywide TDM program that would be funded by annual fees on new development. (Imp. 4.1)

Goals and Policies

CIR 6.7 **Multi-Modal Design.** Require proposed development projects to implement site designs and on-site amenities that support alternative modes of transportation, and consider TDM programs with achievable trip reduction goals as partial mitigation for project traffic impacts. (Imp. 3.7)

CIR 6.8 **Transportation Management Associations.** Encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations. (Imp. 7.3)

CIR 6.9 **Incentive Programs.** Provide incentives for, and cooperation with, public-private transportation partnerships to establish pilot programs. (Imp. 3.7)

CIR 7 Pedestrians. A safe and comfortable pedestrian environment that results in walking as a desirable travel choice, particularly for short trips, within the City.

CIR 7.1 **Pedestrian Safety.** Design and maintain sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions. (Imp. 3.7, 3.8)

CIR 7.2 **Pedestrian Crossings.** Provide well-marked pedestrian crossings at intersections and mid-block locations. (Imp. 3.7)

CIR 7.3 **Streetscape Enhancements.** Update or prepare Design Guidelines that foster the enhancement of streets, sidewalks, and other public rights-of-way with amenities such as lighting, street trees, benches, plazas, public art, or other measures to encourage walking. (Imp. 3.6, 3.8)

Goals and Policies

- CIR 7.4 **Pedestrian Improvements.** Design safe pedestrian routes by collaborating with community groups to identify and implement needed and desirable improvements. (Imp. 7.3)
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- CIR 7.5 **Pedestrian Network—Cohesive.** Develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. (Imp. 3.7)
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- CIR 7.6 **Pedestrian Network—Connections.** Provide a continuous pedestrian network that connects buildings to each other, to the street, and to transit facilities. (Imp. 2.1, 3.7)
-
- CIR 7.7 **Pedestrian Network—Private.** Design access to new developments and buildings to encourage walking. (Imp. 2.1, 3.7)
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- CIR 7.8 **Pedestrian Access to Parking.** Design new parking facilities to facilitate safe and convenient pedestrian access. (Imp. 2.1, 3.7)
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- CIR 7.9 **Americans with Disabilities Act.** Prioritize projects and establish funding for implementing and improving pedestrian street crossings and installing curb ramps where needed to meet ADA specifications. (Imp. 3.7, 4.2, 7.3)
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- CIR 7.10 **Safe Routes to Schools.** Participate in and implement recommendations of the Safe Routes to Schools Program. (Imp. 3.7)
-

Goals and Policies

CIR 8 Bikeways. An integrated, complete, and safe bicycle system to encourage bicycling within the City.

CIR 8.1 **Bicycle Master Plan.** Prepare a citywide bicycle master plan to determine desired improvements to the City's bicycle network, including exploring opportunities where dedication may be required to connect regional pathways. Gather input from the community and provide bicycle education as part of the Bicycle Master Plan update. (Imp. 3.7)

CIR 8.2 **Bikeway Facilities.** Provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed. (Imp. 3.7)

CIR 8.3 **Bikeway Standards.** Require all bikeways to conform to applicable federal and state design and maintenance standards. (Imp. 3.7)

CIR 8.4 **Bikeway Treatments.** Seek innovative bikeway treatments to avoid conflicts between motorists and bicyclists. (Imp. 3.7)

CIR 8.5 **Bikeway Amenities.** Require that new development projects (e.g., employment centers, educational institutions, and commercial centers) provide bicycle racks, personal lockers, showers, and other bicycle-support facilities. (Imp. 3.7)

CIR 8.6 **Bicycle Parking.** Coordinate with transit operators to provide for secure short-and long-term bicycle parking at primary transit stations. (Imp. 3.7)

CIR 8.7 **Mobility Plan.** Prepare a citywide bicycle and mobility plan that will establish bicycling as an option for short trips and allow bicycles to connect to mass transit. (Imp. 3.7)

Goals and Policies

CIR 8.8 **Bicycle Access.** Require new development projects on existing and potential bicycle routes to facilitate bicycle and pedestrian access to and through the project, through designated pathways. (Imp. 3.7)

CIR 8.9 **Innovative Approaches.** Explore the use of innovative approaches to encourage bicycle use, such as bicycle rental programs. (Imp. 3.7)

CIR 9 Goods Movement. A safe and efficient movement of goods to support commerce within the City.

CIR 9.1 **Truck Routes.** Continue to designate truck routes to minimize the impacts of truck traffic on residential neighborhoods. (Imp. 3.7)

CIR 9.2 **Truck Impacts & Deliveries.** Minimize noise and other impacts of truck traffic, deliveries, and staging in residential and mixed-use neighborhoods. (Imp. 3.7)

CIR 10 Funding. Develop sufficient funding sources to construct and maintain the transportation facilities needed to achieve the City's mobility goals.

CIR 10.1 **Capital Improvements Program.** Identify transportation improvement projects for inclusion in the City's Capital Improvements Program, and develop prioritization and timing for each project based on the City's mobility needs. (Imp. 3.1)

CIR 10.2 **Implementation of Mobility Improvements.** Ensure mobility improvements are provided in a timely manner to meet the needs of the community. (Imp. 3.7)

CIR 10.3 **Fair Share Costs.** Assess fees on new development for all transportation modes and ensure that payment is collected for the fair share of the costs of new and enhanced facilities. (Imp. 4.1)

Goals and Policies

CIR 10.4 **Funding Sources.** Develop new funding sources for maintenance of roadway, pedestrian, and bikeway facilities. (Imp. 3.1, 4.2, 4.3)

CIR 10.5 **Funding Measures.** Utilize bonding and innovative funding measures to fund the identified transportation improvements. (Imp. 4.1, 4.2)

CIR 10.6 **Regional Funding.** Work with Los Angeles Metropolitan Transportation Authority (Metro) to increase the share of regional funding for pedestrian, bicycle, and transportation systems management projects. (Imp. 4.2, 7.0, 7.2)

CIR 11 Role of the Alleys. With the major exception of the area east of Robertson Boulevard and parts of the area north of Sunset Boulevard, the City is fully served by alleys which traverse midblock and provide rear service to the City's residential, commercial and industrial parcels. These alleys play an important and complex role in the structure of the City. (CIR 2.4, pg CIR-25)

CIR 11.1 **Alleys.** By virtue of serving as the primary network for utility locations, trash removal, loading and unloading facilities, alternate emergency access, alleys vastly simplify the function of the streets and permit a higher degree of efficiency and visual quality along the streets. Alleys also provide an additional buffer between parcels so as to further insulate incompatible uses and development. (Imp. 3.7) (CIR 2.4.1, pg CIR-25)

CIR 11.2 For the most part, the issues with respect to alleys are:

Goals and Policies

- CIR 11.2a An ongoing upgrading and maintenance program which will assure that a rotation system for routine replacement and repair will avoid the need for major unforeseen capital outlays. (A similar program should be concurrently explored with respect to sidewalks.) (CIR 2.4.2.1, pg CIR-25)
- CIR 11.2b A program for widening and realignment of the alleys as recommended in the Master Plan of Streets Study. This proposal calls for dedication of additional alley right-of-way to better enable the alleys to serve their intended function. This is an important implementation tool which would serve as a development guide. Due to its specific nature, however, it should be adopted separately from the City's General Plan, and modified as specific circumstances dictate. (CIR 2.4.2.2, pg CIR-25)
- CIR 11.2c In commercial areas, however, there is the additional concern for alley relocation and/or closure, which may be desirable in conjunction with specific development proposals. As important as they are, the existence of the alleys should not preclude consideration of proposals which would alter them if satisfactory alternate services would be provided. In certain instances, development proposals which would utilize the alley may provide a type or quality of development or access which better serves the City's objectives and as such, should be considered. Such development proposals might include alley closure which would permit unified development across an entire block or permit safer street access, or use of the alley as part of a landscaped pedestrian plaza or mall, or relocation of an alley of a more functional arrangement of structures or possible consideration of the space above or below the alley for parking purposes. (Imp. 3.7) (CIR 2.4.3, pg CIR-25)

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Amendments

<u>Date</u>	<u>Resolution</u>	<u>Description</u>
September 6, 1977	77-R-5705	Adoption of the Circulation Element
January 12, 2010	10-R-12725	Adoption of element along with a broad range of general plan amendments.

Errata

<u>Date</u>	<u>Page</u>	<u>Description</u>
April 29	117	Renumbered policies CIR 2.11 and CIR 2.12 as CIR 2.10 and CIR 2.11 respectively to correct a skip in the policy numbering. There was originally no CIR 10.

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