



Connect
BEVERLY HILLS

Project Advisory Committee
Traffic and Parking Commission
May 6th, 2021



AGENDA

Project Update.....5 min

Draft Plan Overview.....25 min

Discussion.....25 min

Project Update

Components of Connect Beverly Hills

- Streetscape Plan including Mobility Recommendations and Design Standards
- Mobility Hub Plan



Today's Action Items

- Provide an update on the ongoing public comment period
- Gather feedback on the Draft Plan and Standards



Questions to consider: Entire Draft Plan

- Has feedback provided at the four previous PAC meetings been accurately addressed and incorporated into the Draft?
- Is there any feedback from the PAC that is not reflected in the Draft that should be added?
- Are there any recommendations in the Draft that should be changed for the Final Draft? If so, why?



Questions to consider: Mobility Hub

- Are the recommended first/last mile improvements to the Mobility Hub in line with the Complete Streets Plan and Metro's First/Last Mile Plan?
- Is the proposed Mobility Hub site plan in line with community feedback?
- Does the proposed Mobility Hub site plan adequately accommodate multi-modal access on the site?

Public Comment Period (4/14 – 5/10)



- Social Media Campaign: Instagram, Facebook and Twitter
- Citywide Mailer
- Pole signage at key locations throughout the project area
- Sidewalk decals at 38 locations in and around the project area
- E-blast to 1,000+ stakeholders
- Presentations to every city commission



What we've heard so far

- 200+ comments (as of 5/4/21)
- **Essential Recommendations:** Support for “Essential” infrastructure toolkit elements, and desire for further future improvements at Wilshire/Robertson and Wilshire/La Cienega intersections
- **Design Standards:** Support for increased landscaping and placemaking along the boulevards, desire for bench armrests and more trash receptacles

WHAT WE HEARD

Public feedback and comments throughout the course of the project followed four major themes.

1. Concern about the dominance of cars
2. Desire to improve safety and comfort for people walking and biking
3. Enthusiasm for a bold, vibrant, and attractive streetscape environment
4. Support for transformative, people-oriented change

Concern about the dominance of cars

- **Heavy traffic is a key noise generator:** Large volumes of vehicular traffic were seen as the main source of disruptive noise, contributing to people feeling uncomfortable or unsafe as bicyclists or pedestrians. Construction noise and driver frustration with delays related to construction (honking) were also highlighted.
- **Vehicular traffic creates negative environmental impacts:** With multiple lanes of traffic moving cars along both boulevards, pollution is a key concern. The City's General Plan calls out the importance of addressing traffic growth's impacts on air pollution as well as the need to reduce greenhouse gas emissions.

Desire to improve safety and comfort for people walking and biking

- **Walking and biking should be prioritized along the boulevards:** Safety and comfort for pedestrians should be prioritized, as well as an inviting and interesting walking environment. The majority of all virtual walk audit participants were interested in bicycle facilities along Wilshire Boulevard.
- **Both boulevards are challenging to navigate on foot or on bicycle:** Both boulevards have challenging crossings due to wide streets and skewed intersections, long block lengths, and many areas that lack pedestrian-oriented destinations. 70% of virtual walk audit participants only traveled by bike once a month or less on either boulevard, usually citing safety concerns around car traffic. 60% of virtual walk audit participants walk the boulevards only a few times a month or less, despite the large number of participants who lived or worked in the project area.
- **More trees and shade are needed for a pleasant walking experience:** The existing pedestrian environment is unwelcoming and dominated by concrete and a lack of shade. The majority of virtual walk audit participants recommended a better tree canopy as the #1 thing they would do to improve the pedestrian experience in the project area.

Enthusiasm for a bold, vibrant and attractive streetscape environment

- **Special places deserve special attention:** Certain nodes of activity would benefit from focused enhancement: the new Metro stations (the intersections of Wilshire Boulevard and La Cienega Boulevard and Wilshire Boulevard and Reeves Drive), the Golden Triangle, and the intersection of Wilshire Boulevard and Robertson Boulevard. These areas already experience or are predicted to experience heavier pedestrian activity than the rest of the corridors. In addition, Southeast Beverly Hills is an important node with opportunity for placemaking and building a strong neighborhood identity.
- **Need for a strong neighborhood identity and improved wayfinding:** The streetscape should have a brand and identity that is unique to Beverly Hills, which can be implemented through landscaping and street furniture.
- **Iconic and functional landscaping:** Existing palm trees on Wilshire Boulevard are “iconic,” but could be supplemented with trees that provide more shade for people walking, as well as more lush greenery.
- **Comfortable and aesthetically pleasing street furnishings:** Existing street furniture is not abundant enough for the needs of people traveling along the boulevards, and the comfort and visual appeal of the furniture could be improved. 53% of survey respondents preferred street furniture that focuses on natural, durable and sustainable materials as well as green infrastructure. Respondents also wanted new furniture to reflect the city's “classic” identity and to find a way to blend a traditional style with more modern aesthetics.

Support for transformative, people-oriented change

- **Better streetscape amenities can lead to economic revitalization:** Streetscape improvements on Wilshire and La Cienega Boulevards can make the corridors more attractive to new investment and development. La Cienega Boulevard has a significant history as a “Restaurant Row,” and improvements could encourage new types of retail and restaurants and increase pedestrian activity in the area.
- **Need for future-facing, people-focused planning:** The boulevards and the city must prepare for a future less dependent on private vehicles, especially with the new subway stations opening. Improvements should be flexible to adapt to lifestyle and transportation changes during and after the COVID-19 pandemic.
- **Tension between boulevards functioning as throughput vs. prioritizing people walking, biking, or taking transit:** There is an inherent tension between allocating more space in the public right of way for people walking, biking, and taking transit and moving private motor vehicles as quickly and efficiently as possible.
- **Division over how to re-allocate space:** While support for transformative change was clear, how that change should look and happen was not unanimous. When the City is ready to tackle transformative change along these corridors, consideration of all modes must be considered in that process.

DRAFT

Chapter 3: Outreach & Engagement Connect Beverly Hills: Streetscape Plan & Design Standards 22



Connect Beverly Hills: Draft Plan

Connect BEVERLY HILLS
MEET ME ON WILSHIRE & LA CIENEGA

March 2021 Draft
WILSHIRE BOULEVARD & LA CIENEGA BOULEVARD

Streetscape Plan & Design Standards



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DRAFT



Existing Conditions

- Review of relevant plans and policies
- Mapping and analysis of the multimodal networks and streetscape environment on Wilshire and La Cienega Boulevards

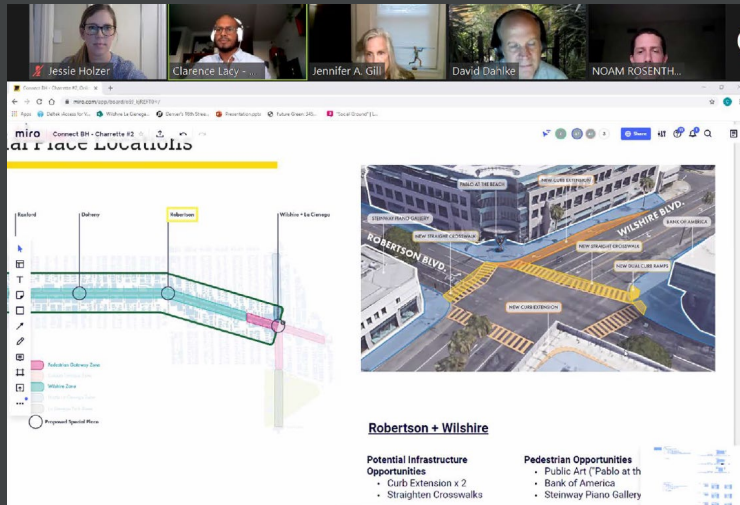
Key Takeaways



- Wilshire and La Cienega Boulevards are **car-oriented corridors** with ample parking opportunities for private vehicles.
- Wilshire Boulevard is a **high-use transit street**, connecting travelers across Beverly Hills and the wider LA region.
- **Sidewalks are ample**, but crossings can be far apart and incomplete.
- **Street furnishings** are well-organized, but limited.
- **Bikeshare and bike parking** are located throughout the project area, as well as multiple planned and existing bicycle connections to both corridors (the Complete Streets Plan recommends exploring a bus-bike lane on Wilshire Boulevard).
- **Iconic palm trees** are plentiful along Wilshire Boulevard, but do not provide shade; **ficus trees** on La Cienega Boulevard provide shade but have disruptive root systems.

Community Engagement

- Strategy and tactics to promote diverse participation
- Community-driven vision for the Plan



Outreach and Engagement Tactics

- **Project Advisory Committee**
- **Presentations and Staff Reports**
- **Mass outreach**
 - E-blasts to 1000+ stakeholders
 - Four citywide mailers to 28,000+ addresses
 - Targeted flyer distribution at the Farmers Market and to 2,800 addresses within ½ mile of La Cienega Station because of proposed Mobility Hub
- **Media outreach**
 - Coverage from 7 local outlets
- **Social Media**
 - Facebook, Twitter and Instagram campaign reaching over 50,000 stakeholders
- **Virtual Engagement**
 - Virtual walk audit and interactive map (82 participants)
 - 4-day Discovery Charrette (60 participants)
 - 2-day Design Charrette (30 participants)
 - Design Preferences Survey (200+ responses)
 - 1-hour stakeholder interviews (60 participants)
 - Project Explainer Video (200+ views)
- **Environmental Graphics**
 - 40 sidewalk decals
 - Pole signs



Our Community-driven Vision

People first

*Sustainable
and inviting*

*Contextual to
land use*

*Uniquely
Beverly Hills*

*Scalable and
replicable*

*Place, not
pass-through*

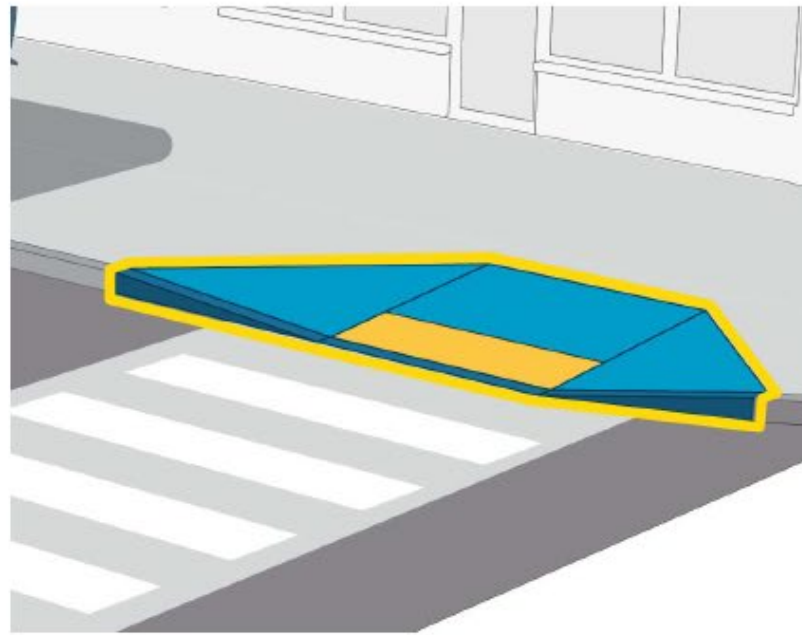
Streetscape Plan

- **Essential Recommendations** for 30 locations
- **Character Zones** to create unique and distinct identities based on the surrounding environment and context
- **10 Focus Areas** to highlight detailed application of the Plan's standards

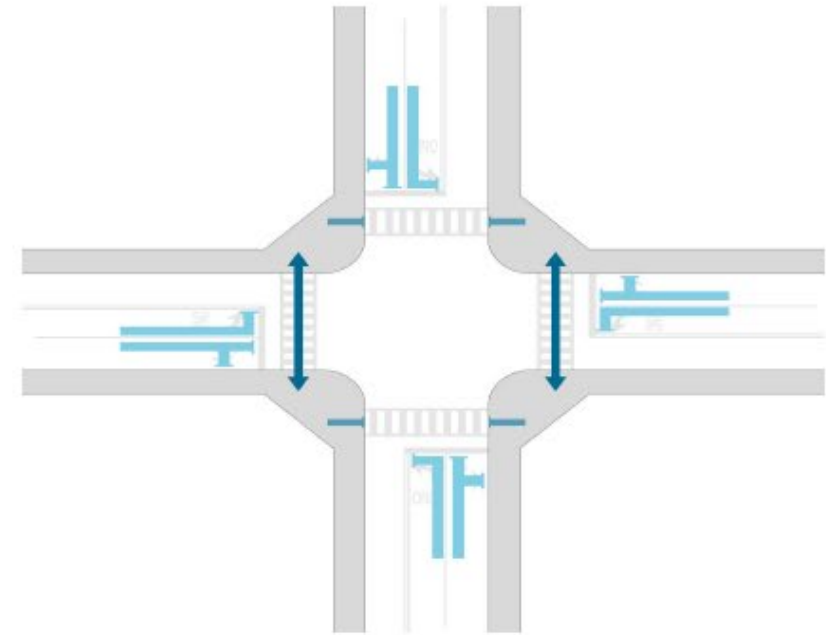
Essential Recommendations Toolkit



Upgraded high-visibility crosswalks: Improve visibility for people crossing the street.

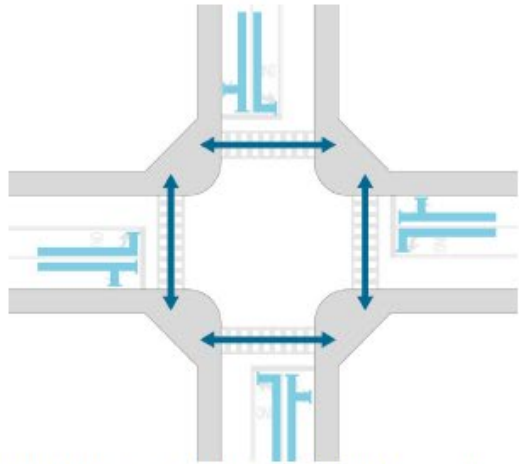


Upgraded curb ramps: Provide smooth and detectable transitions between the curb to the street for people in wheelchairs, with strollers, or other rolling devices.



Leading Pedestrian Intervals (LPIs) at signalized intersections: Provide people walking with a headstart to enter an intersection and enhances pedestrian visibility.

Essential Recommendations Toolkit



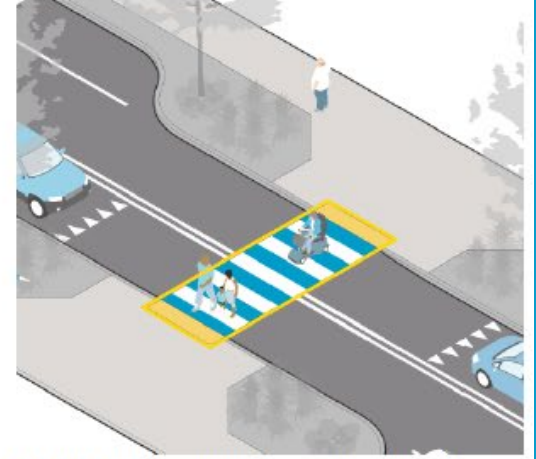
Exclusive pedestrian phasing: Stops all vehicular movements while people are crossing the street, improving safety for people walking in the intersection.



Curb extensions: Expand the sidewalk on side streets and reduce crossing distances for people walking.



Raised crosswalks: Increase visibility of people walking in intersections.



Midblock crossings: Improve safety for people crossing the street between long segments of unmarked crossings.



Concrete islands: Channelize vehicular traffic and reduce conflicts between drivers and people walking.

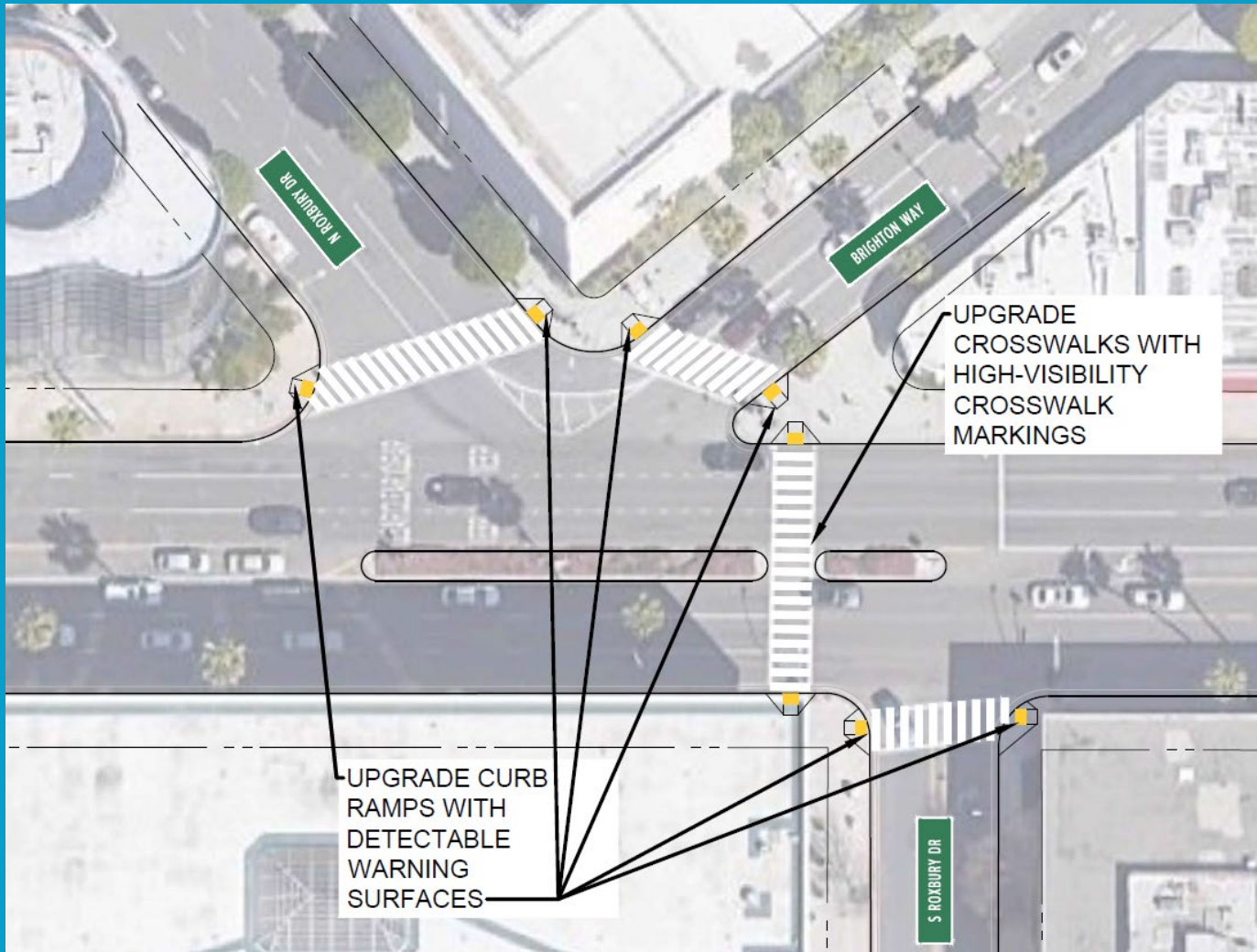


Pedestrian refuge islands: Create an area protected by curbs for people to wait while crossing the street.



Pedestrian signals: Improve safety for people crossing intersections and increase driver yielding behavior.

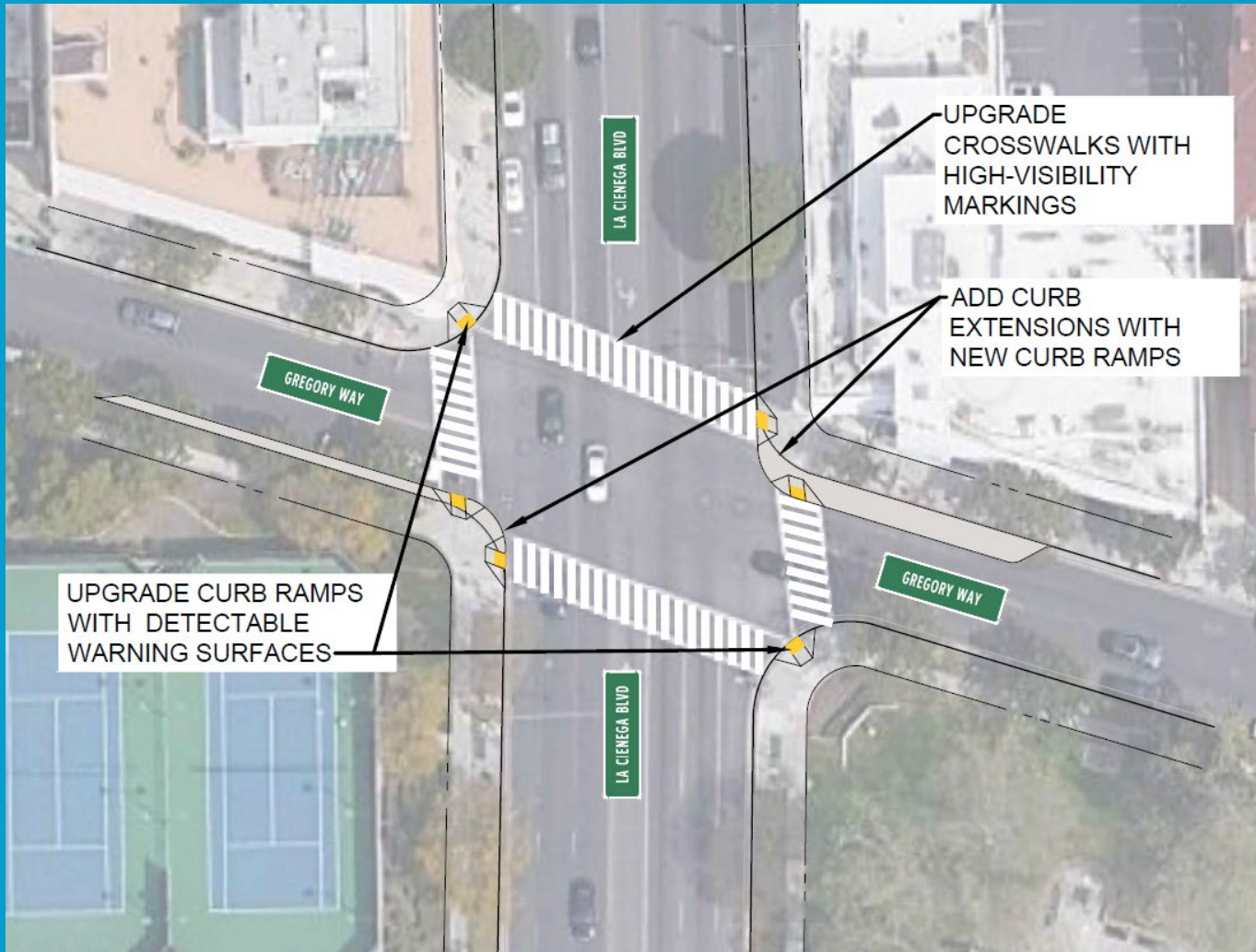
Updates to Essential Recommendations



Wilshire Blvd/Roxbury Dr/Brighton Way

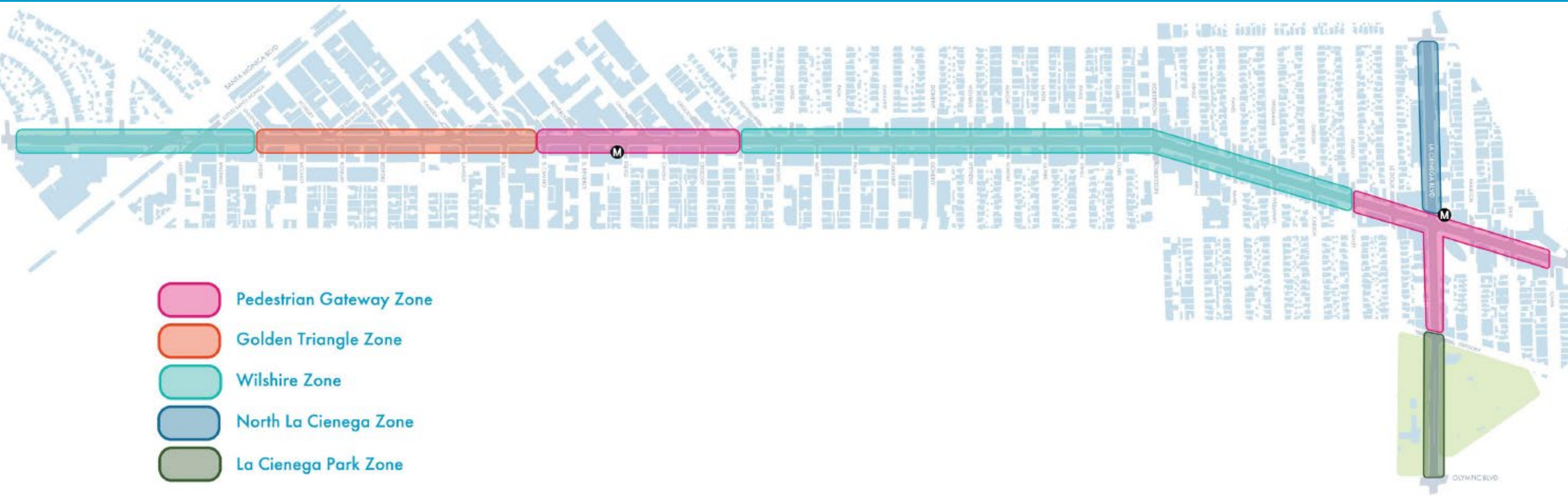
- Maintaining right turn lane from Brighton Way onto Roxbury Drive

Updates to Essential Recommendations

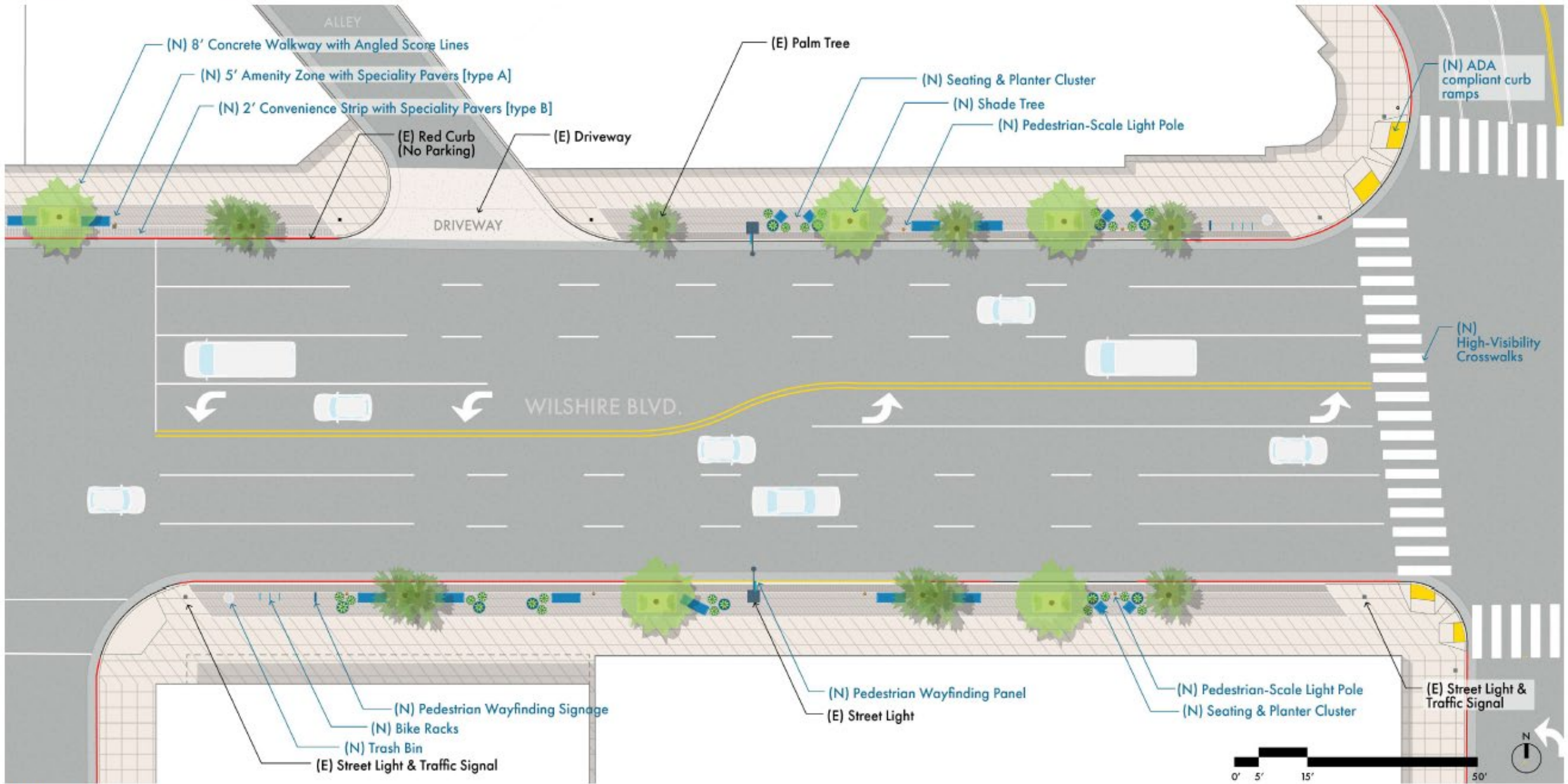


La Cienega Blvd/Gregory Way
- New curb extensions still allow for right turn movements from Gregory Way onto La Cienega Boulevard

Character Zones

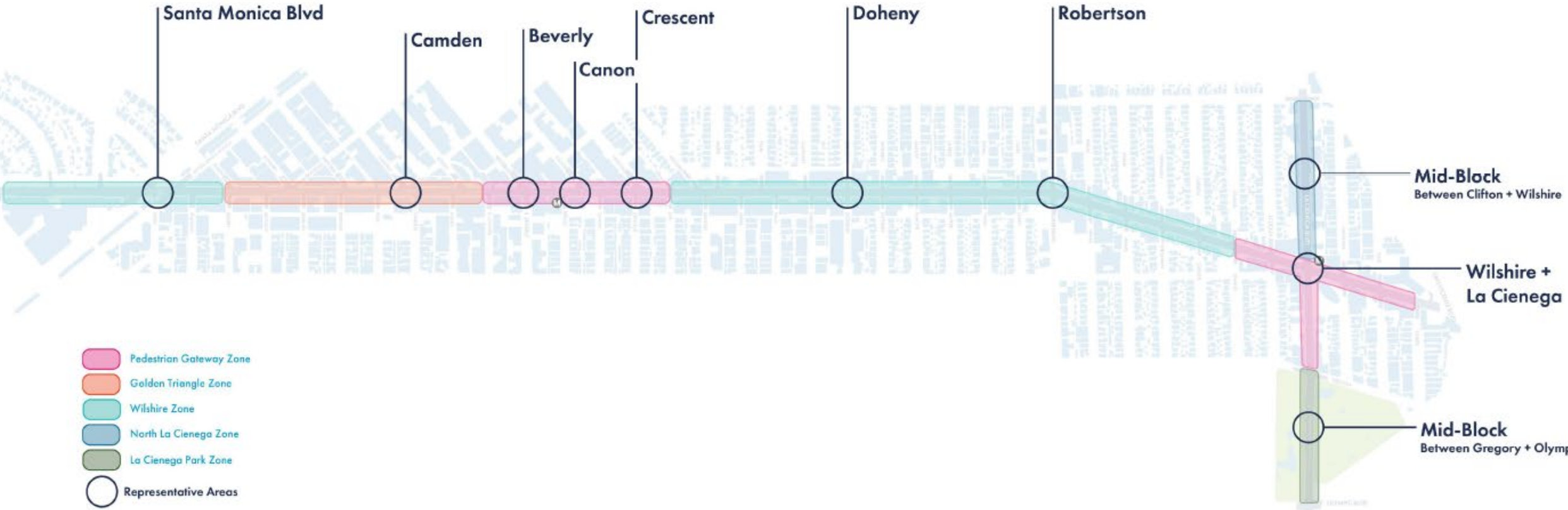


Typical Block Plan for Pedestrian Gateway Zone



(N) New Streetscape Feature
 (E) Existing Streetscape Feature

Focus Areas





Design Standards

- Standards for a variety of streetscape elements
- Specific applications based on Character Zone

Furnishings: Transit Shelters



Transit Shelter

Description

Transit shelters should reference the custom bus shelter designed for 3rd Street between Foothill Road and Civil Center Drive. This bus shelter frame is custom-made. New transit shelters will have side and back panels for enclosure or possible digital wayfinding integration. New transit shelters are encouraged to incorporate digital signage for maps, local time-based transit information, or both.

Placement Guidelines

Install at existing and new transit stops. Installed to allow free movement along all sides of the structure.

Review placement and clearances against local Metro standards.

Furnishings: Pots and Planters



Pots and Planters

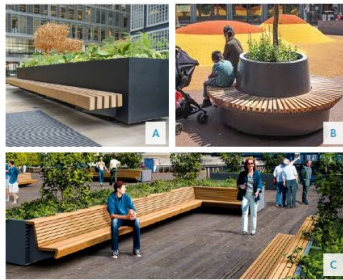
Description

- Model: Delta Collection
- Manufacturer: Tournesol Siteworks
- Description: Offered in standard, tall and low-profile sizes from 14"H to 42"H. Coordinates with Tournesol self-watering container irrigation products.
- Material / Color / Finish: Glass Fiber Reinforced Concrete (GFRC) / Colonial, Chaparral, Shark, or Shadow or custom color as approved by City of Beverly Hills / Acid Etch or Granite Finish.
- Install: All Tournesol Siteworks planter collections are designed to be direct planted in exterior applications. Pots are intended to be used with planting media weighing no more than 60 lbs/cu ft saturated soil density. For heavier soils, additional reinforcement may be required.

Placement Guidelines

See the "Reference Plan" for placement guidelines and clearances.

Furnishings: Specialty Planters



Specialty Planters

Rough&Ready Hug a Tub by Streetlife (A)

- Planter: Aluminum powder coat in approved RAL color from palette.
- Seat: FSC hardwood or All Black TWIN material. Several seating layouts and tree planter sizes available. Contact manufacturer for customization options to include armrests in the center of each bench.

Green Circular Benches by Streetlife (B)

- Planter: Aluminum powder coat in approved RAL color from palette.
- Seat: Circular bench FSC hardwood or Bamboo Brown. Contact manufacturer for customization options.

Cliffhanger Shrubtub System by Streetlife (C)

- Planter: Steel with double powder coat in approved RAL color from palette.
- Seat: Slats in FSC hardwood or Bamboo Brown. Contact manufacturer for customization options.

Placement Guidelines

Specialty Planters at plaza and where curb extensions allow. Allow minimum 24" clearance at seating side of bench to PAR. See the "Reference Plan" for placement guidelines and clearances.

Lighting



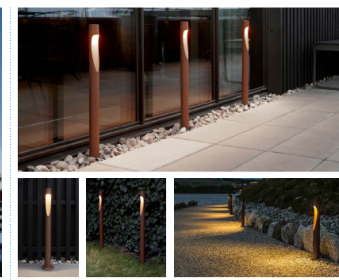
Pedestrian Poles

Description

- Model: Flindt Plaza
 - Product Code: 5747926015 (FINISH-37W/3000K-LUMEN-VOLT-35)
- Manufacturer: Louis Poulsen
- Color / Finish: Corten colored aluminum. Textured surface, powder coated.
- Material: Top: Cast aluminum. Head: Cast aluminum. Post: Extruded aluminum. Base plate: Cast aluminum. Diffuser: Polycarbonate.
- Light source: 37W LED/3000K (Recommended to be confirmed by City with on-site mock-up)
- Lumen: 3014
- Mounting: 3 stacked light sections mounted onto 5.5" diameter Flindt Plaza pole, resulting in a total of 14'-10" tall. Pole mounts to a concrete base with 4 anchor bolts on a bolt circle of 9.5" diameter.
- Integration with Philips City Touch to be verified with the manufacturer.

Placement Guidelines

Pedestrian poles to be spaced 30'-35" on-center. See the "Reference Plan" for placement guidelines and clearances.



Bollards

Description

- Model: Flindt Bollard
 - Product Code: 1000013900XX (31.5IN-FINISH-MOUNTING-15W/3000K-LUMEN-VOLT)
- Manufacturer: Louis Poulsen
- Color / Finish: Corten colored aluminum. Textured surface, powder coated.
- Material: Top: Cast aluminum. Post: Extruded aluminum. Base plate: Die cast aluminum. Lens: Clear polycarbonate. Anchor bolts: Zinc-plated steel.
- Light source: 15W LED/3000K (Recommended to be confirmed by City with on-site mock-up)
- Lumen: 511
- Mounting: Base plate: Mounted to a concrete base with 4 anchor bolts on a bolt circle of 8.9" diameter. Internal anchor base: Mounted to a concrete base with 3 anchor bolts on a bolt circle of 3.5". Direct burial: includes cross-bar for stabilization and slots for conduit entry.

Placement Guidelines

Bollard lights to be spaced between 10'-15" on-center. See the "Reference Plan" for placement guidelines and clearances.



Accent Lighting

Exterior In-Grade Light (A)

- Description: Directional in-grade light with 1W or 2.5W LED
- Manufacturers: MP Lighting, Interlux, or accepted alternative
- Wattage: 1W / 2.5W
- Size: 2-1/4" (exposed)
- Material: Solid anodized aluminum or 316 stainless steel with tempered glass lens.

In-Ground Luminaries (B)

- Description: Flush in-grade small scale floodlights. Designed for directional or indicator lighting, uplighting of trees, walls, columns, or signage from ground surfaces.
- Manufacturers: Bega, BK Lighting, Lumascape Lighting, or accepted alternative
- Wattage: 6W
- Size: 3" or 4-5/8" (exposed)
- Material: Solid anodized aluminum or 316 stainless steel with tempered glass lens.

Placement Guidelines

See the "Reference Plan" for placement guidelines and clearances.

What's included in the standards?

- *Furnishings*
 - Seating
 - Trash & Recycling
 - Bike Infrastructure
 - Transit Shelters
 - Pots and Planters
 - Specialty Planters
- *Lighting*
 - Pedestrian Poles
 - Bollards
 - Accent Lighting
- *Paving*
 - Concrete Paving
 - Pavers
 - Tree Grates
- *Signage & Wayfinding*
 - Identity Signage
 - Pole-Mounted Information
 - Pedestrian Wayfinding
 - Transit Signage
 - Mobility Signage
- *Landscape*
 - Planter Layout and Guidelines
 - Trees
 - Shrubs and Perennials
 - Irrigation



Transit Shelters



- Side and back panels for enclosure or proposed digital wayfinding integration.
- Encouraged to incorporate digital signage for maps, local time-based transit information, or both.
- Placement Guidelines: Install at existing and new transit stops. Review against local Metro standards.

Pedestrian-Scale Lighting



- Material: Aluminum
- Down-lighting pointing to the sidewalk
- Placement Guidelines: Install at existing and new transit stops. Review against local Metro standards.

Landscape



Carrotwood Tree
High wildlife value
Low water use



Chinese Pistache
Low water use



Cedro Island Verbena
Native to California
High wildlife value
Low water use



Moonshine Agave
Low water use

Mobility Hub

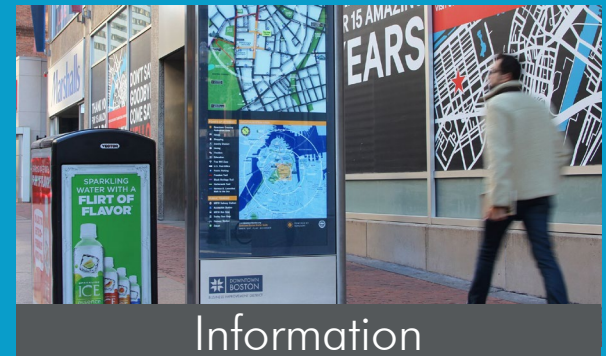
- Community-driven amenities and layout
- Conceptual site plan
- First-and last-mile analysis and recommendations

What is a Mobility Hub?

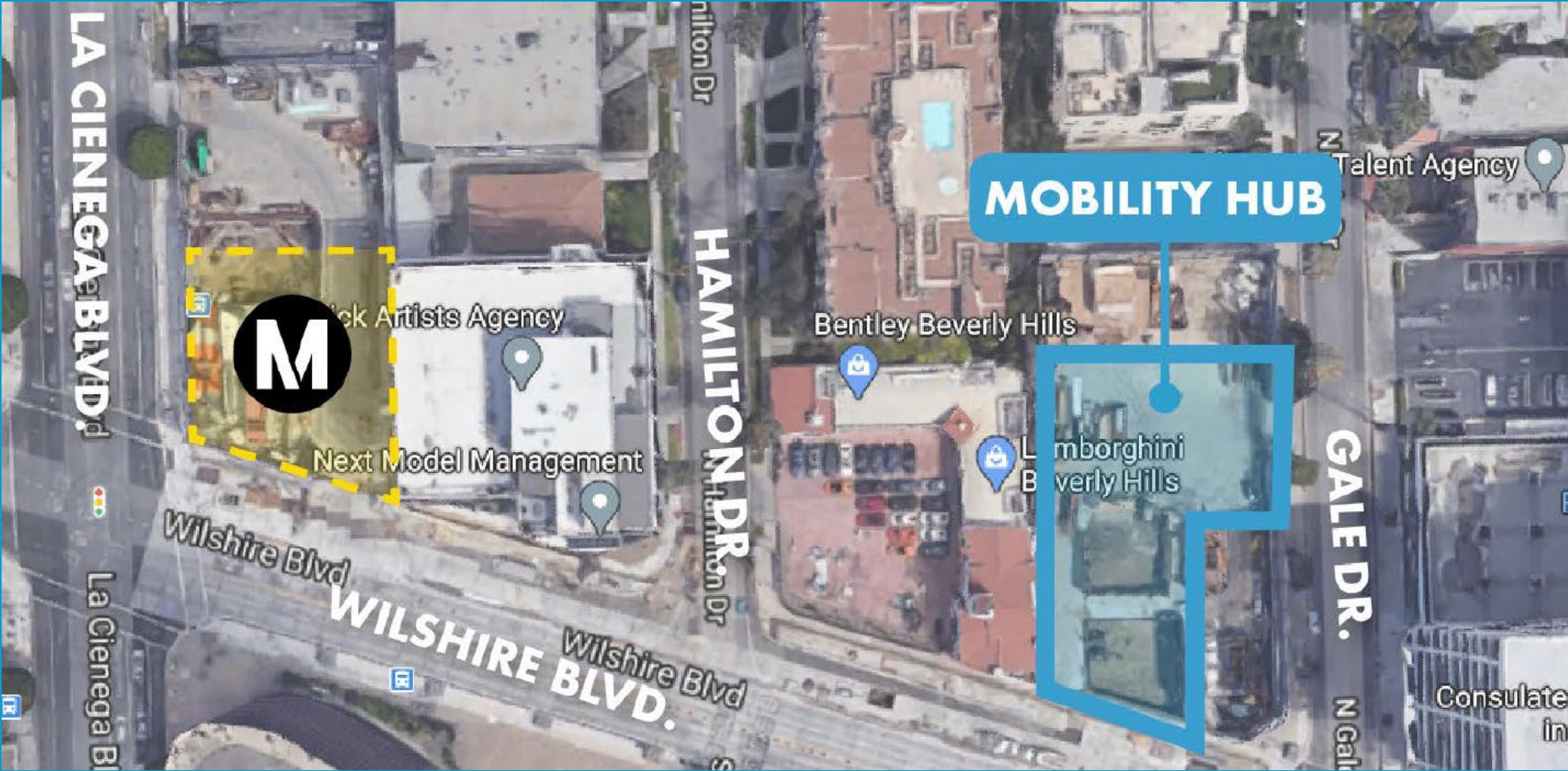
A place that serves **multiple functions and transportation modes**, often also used as **community gathering** spaces.

Mobility hubs can leverage & connect different types of transportation options to **enhance the first/last mile experience**.

Key Elements



Mobility Hub Location



Outreach & Engagement: Survey



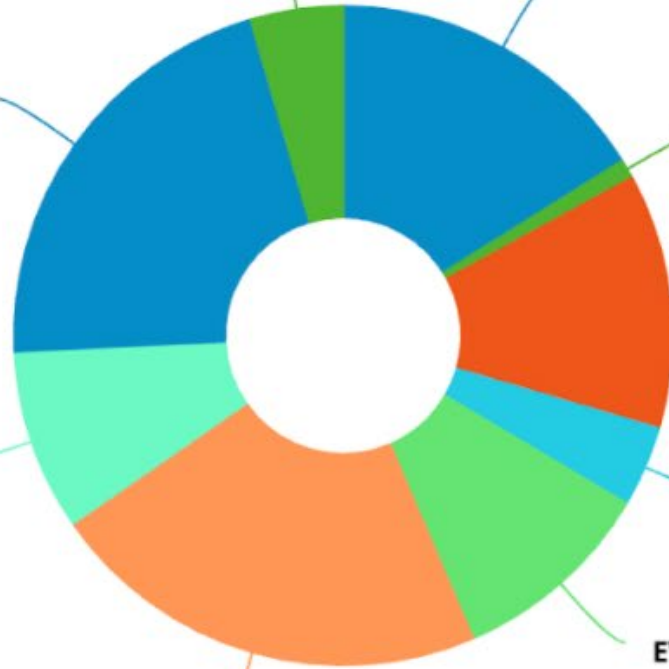
Shuttle connections (such as for a local shuttle that would travel to key destinations around Beverly Hills): 112x chosen (55.17%)

Personal e-scooters: 47x chosen (23.15%)



Bike parking: 115x chosen (56.65%)

Other: 24x chosen (11.82%)



Vehicle pickup and drop off: 85x chosen (41.87%)

Car rental: 5x chosen (2.46%)

Car parking (for private vehicles): 66x chosen (32.51%)

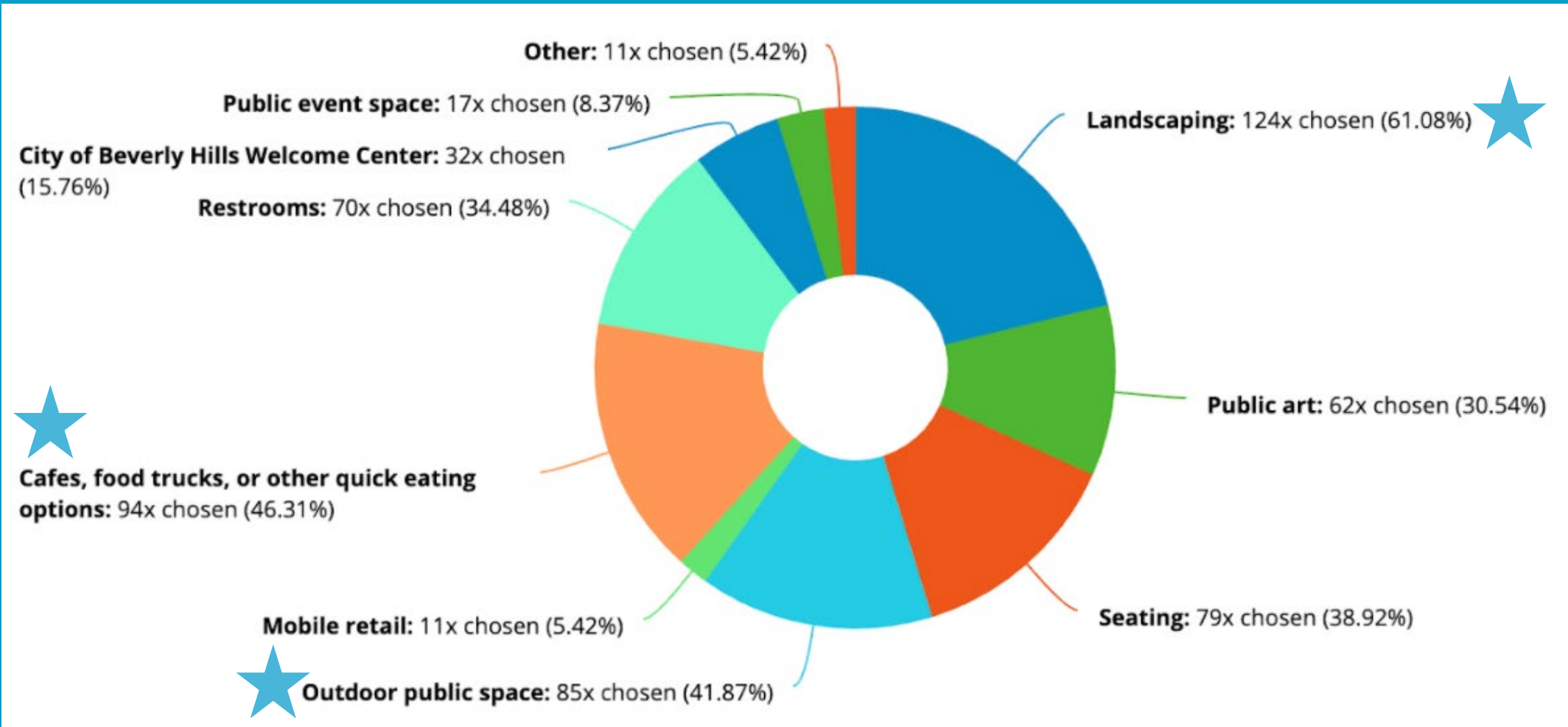
Car share: 21x chosen (10.34%)

EV charging stations: 53x chosen (26.11%)



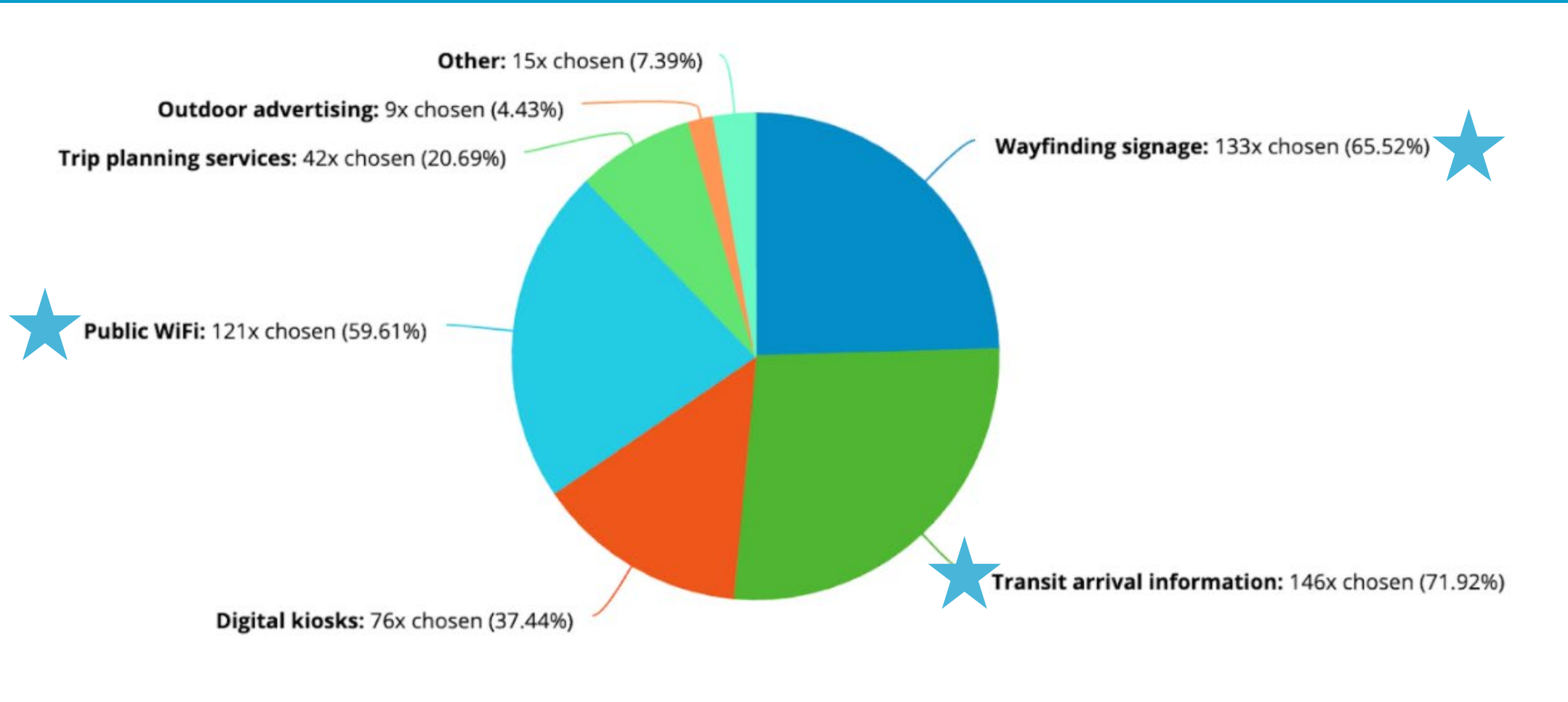
Community preferences for **transportation** amenities

Outreach & Engagement: Survey



Community preferences for
placemaking amenities

Outreach & Engagement: Survey



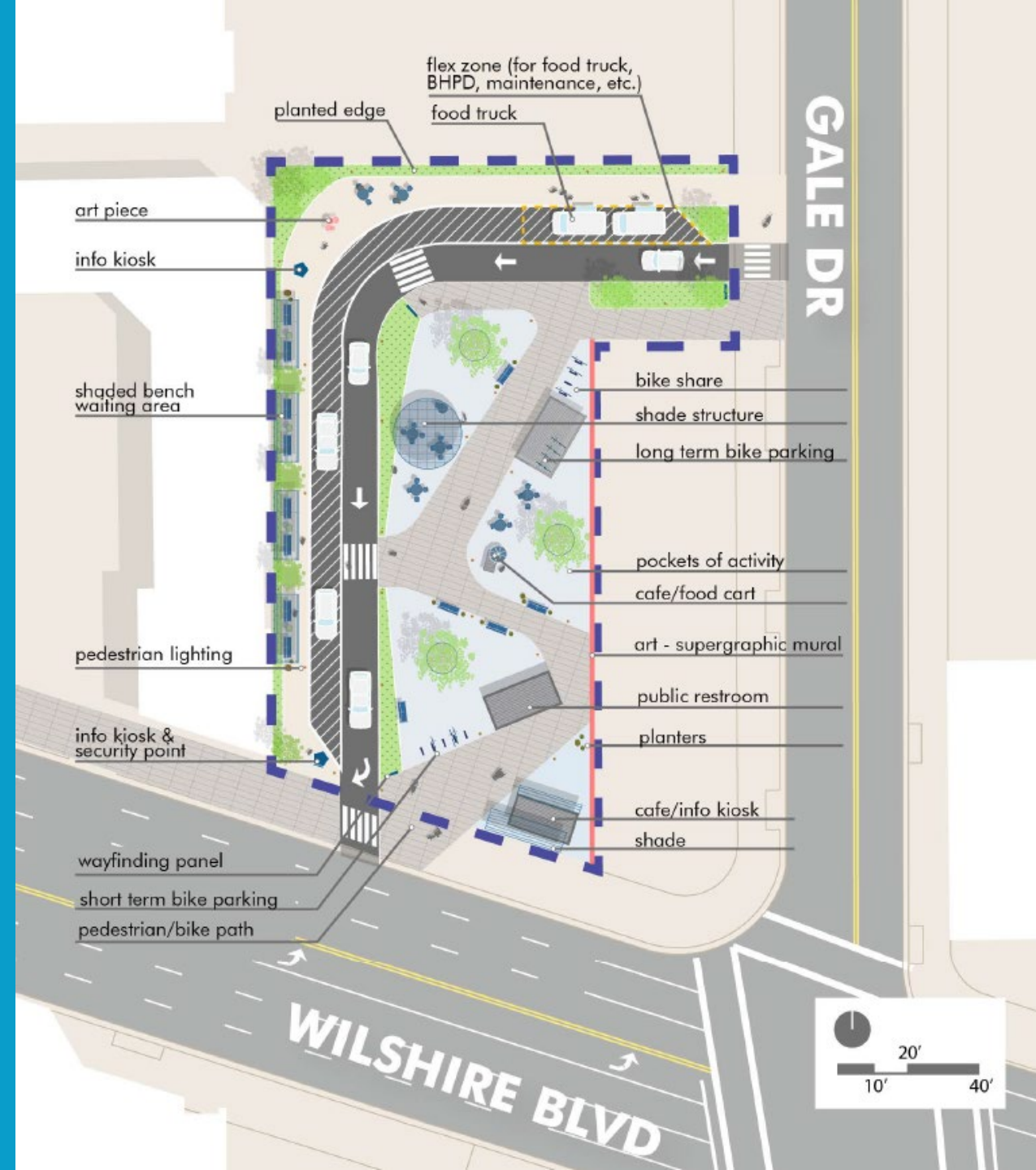
Community preferences for
information amenities

Mobility Hub Vision

- **Visibility and Access:** The Mobility Hub should be highly visible and easy to access whether people are traveling on foot, on bike, on transit, or by driving.
- **Efficiency and Wayfinding:** The distance between the Mobility Hub and the Metro station necessitate a clear and easily understandable wayfinding system between the two sites.
- **A Space for People:** Beyond serving transportation functions, the Mobility Hub must be an inviting public space for residents and visitors.

Conceptual Site Plan

- **Transportation amenities:** vehicle pick up and drop off lane, long-term and short-term bicycle parking
- **Placemaking and informational amenities:** plaza space with seating and landscaping, restrooms, food kiosk/café, flexible parking space, information kiosks, public art



First/Last Mile Analysis & Recommendations



- New and upgraded crosswalks, signal timing changes
- Prioritized bikeway implementation, bicycle detection
- Bus stop relocation, potential future shuttle
- Congestion management strategies
- Wayfinding between Mobility Hub and station, incorporate technology

Future Visioning

- “Expanded” design concepts
- Next steps for implementation

Expanded Design Concepts

- Re-allocation of space in the public right of way is **outside the scope** of this Plan.
- Community members expressed **strong desire for transformative change** along Wilshire Blvd, but there was no clear consensus from community members on specific change.
- The Draft Plan includes **2 “Expanded” concepts for each boulevard** that re-allocate space for the City to explore in the future.



Wilshire Boulevard: Existing



Wilshire: Expanded Concepts

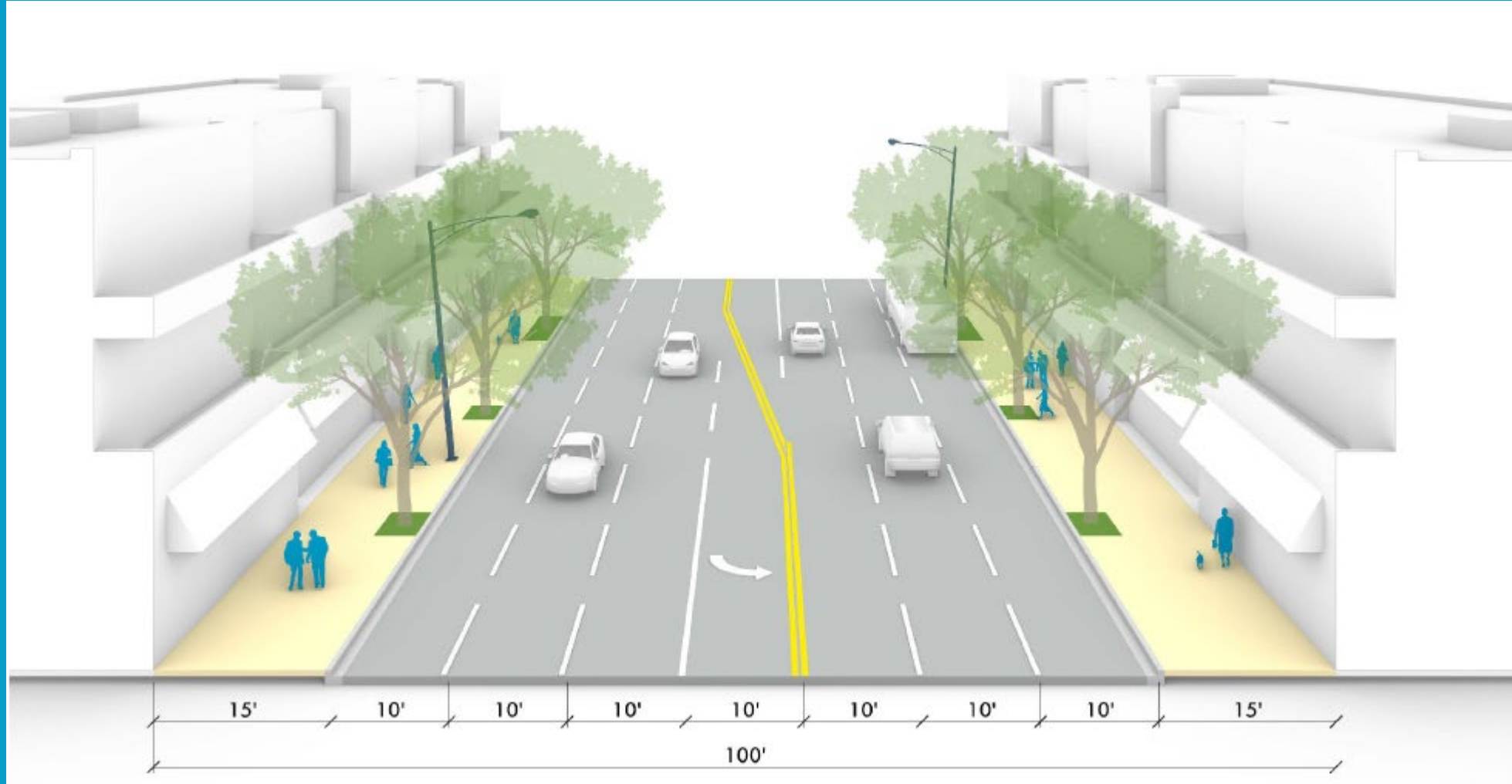


Expanded sidewalks & full-time parking

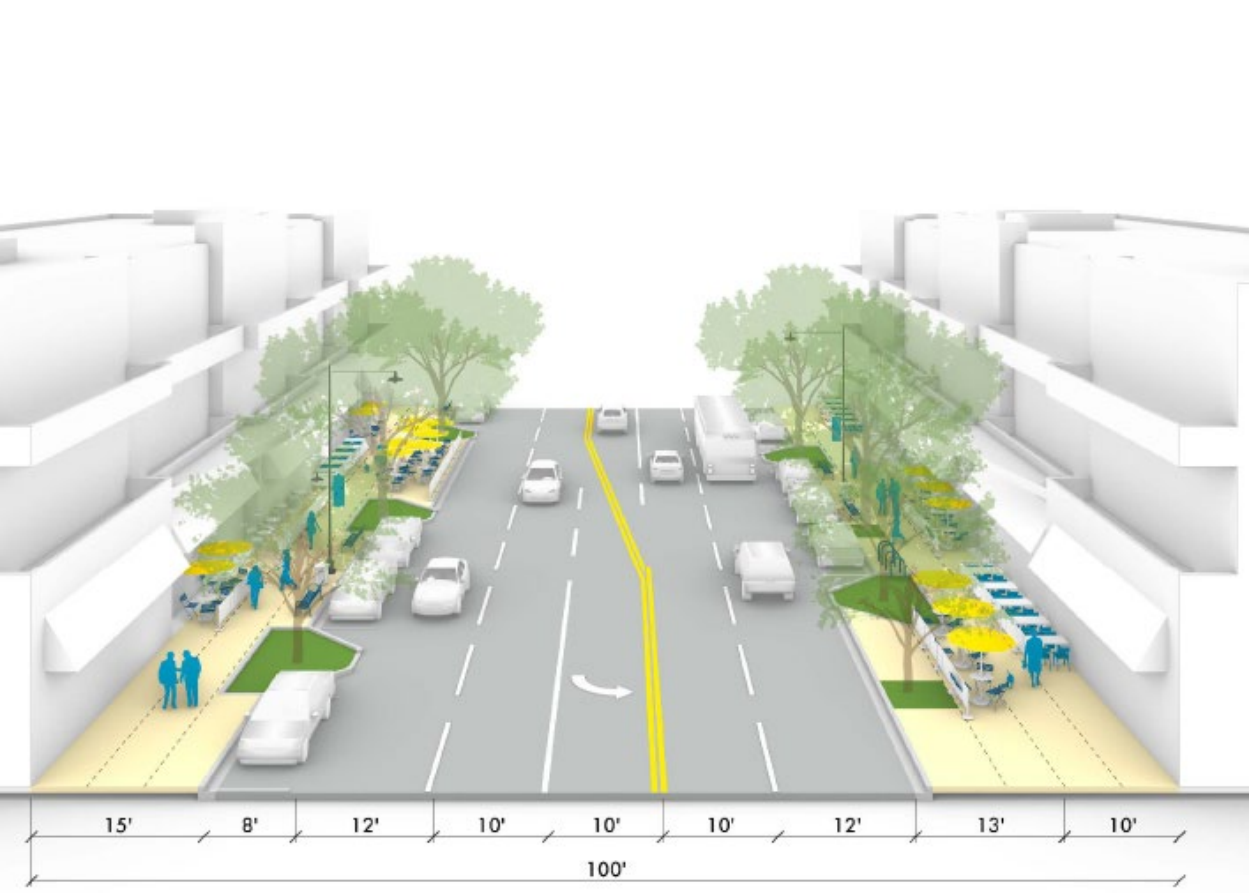


Bus/bike lane

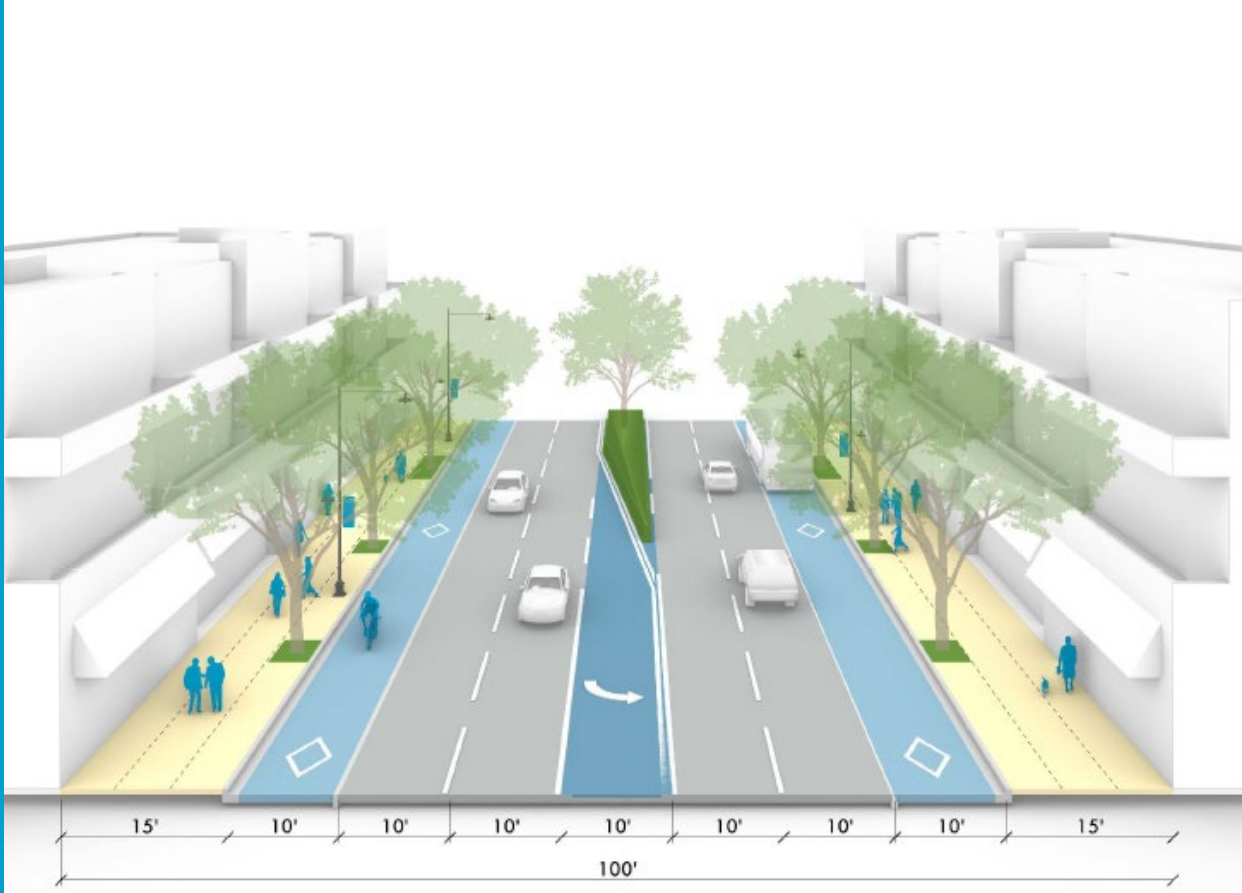
La Cienega Blvd: Existing



La Cienega: Expanded Concepts



Expanded sidewalks & full-time parking



Bus/bike lane



Next Steps for Implementation

- Some funding for implementation is already secured, and the City can pursue additional funding from local, regional, and state sources
 - Planning-level cost estimates will be included in the Final Plan
- Further coordination with Metro around construction of the new stations
- Further coordination with development projects within the project area



Discussion & Project Next Steps



- Public comment period closes on May 10th
- Project team updates content and delivers Final Plan
- TPC reviews Final Plan and makes a recommendation to City Council on plan adoption in Summer 2021