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# Improving Bicycle Connectivity in Beverly Hills



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## Issue

Adopted in April 2021, the Beverly Hills Complete Streets Plan includes a holistic bicycle network that has since been in the process of implementation. The vision prioritizes an accelerated installation of crucial east-west and north-south low-stress bicycle facilities to provide access to schools, parks, commercial areas, and future Metro D Line stations, connected with existing bikeways within and outside of Beverly Hills.

However, the recommended holistic network was developed before the COVID-19 pandemic, and the city now seeks to establish whether the existing bicycle network and proposals presented in the Complete Streets Plan would still produce a low-stress network today (Figure 1).

This research will help to determine the viability of the existing bicycle network and the specified need for bicycle infrastructure throughout Beverly Hills.

## Methods

This research analyzed Beverly Hills' existing bike network through a comprehensive literature review and data analysis. Existing conditions of the city, including demographics, land use patterns, employment density, and its existing bicycle network were reviewed to provide social and built environment context. The researcher used motor vehicle

speed and traffic volume data, or annual average traffic count (AADT), for streets identified in the Complete Streets Plan for bikeway facilities, and analyzed each street to determine the level of stress on the bicycle network and therefore the appropriate bicycle facility types. Street data from 2019 and 2022 were collected to reflect a pre- and post-pandemic comparison of vehicular traffic trends.

## Findings

Two streets saw a notable increase in motor vehicle volume from 2019 to 2022 — Beverly and Robertson boulevards — while the remaining streets on the Complete Streets Plan had minimal differences in volume, showing either a decrease or a slight increase (less than 2000 vehicles). In terms of speed, San Vicente Boulevard saw an increase of vehicle speed from 22 mph in 2019 to 28 mph in 2022. Based on these findings, Robertson and San Vicente boulevards should either be enforced with greater low-stress bikeway facilities or have their considered bike facilities rerouted to adjacent corridors with lower volume and speed. Because Beverly Boulevard is already being considered for a Class IV bikeway facility in the Complete Streets Plan, its existing considerations remain valid post-pandemic.

Three corridors were identified as top-priority:

**Beverly Drive** should be considered a top-priority corridor by the city due to its proximity to the future Metro D Line

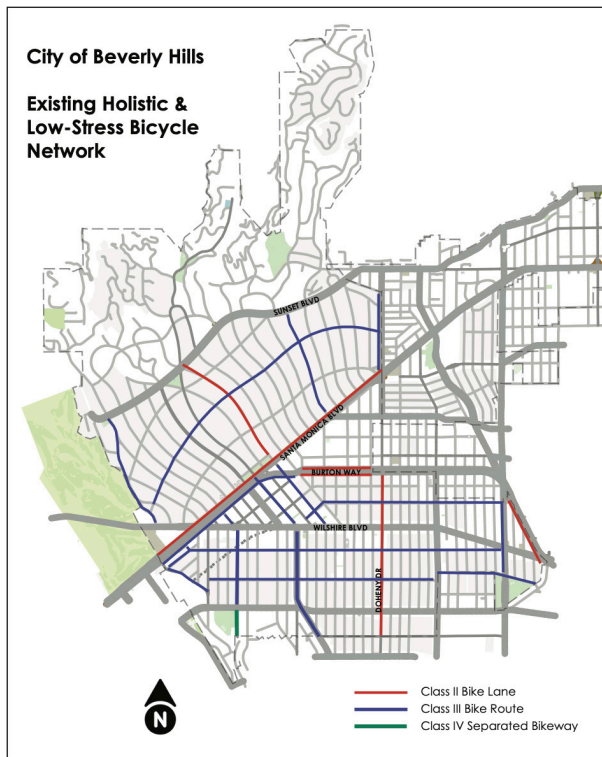


Figure 1. City of Beverly Hills existing bicycle network

station at Wilshire/Rodeo. Upgraded bicycle facilities on this adjacent street will aid in creating a holistic, connected network across active and public transit. The station entrance/exit, called the North Portal, will provide subway riders with direct access to the businesses and tourist destinations north of Wilshire Boulevard in the Business Triangle, a key connector for locals, visitors, and commuters alike.

**North Crescent Drive** should also be considered a priority for bicycle facility upgrades. Despite being a well-traveled thoroughfare in proximity to businesses and residences in

the city, the roadway does not have a large amount of traffic volume, making it an excellent candidate for protected bicycle lanes. A protected Class IV bikeway facility on North Crescent Drive from Wilshire Boulevard to Santa Monica Boulevard would also connect with the existing Class II bikeway facilities north of Santa Monica Boulevard, providing for a stronger low-stress network along North Crescent Drive.

Although **South Moreno and Spalding drives** are smaller streets in comparison to the major roadways in the city, they are notable for their adjacency to Beverly Hills High School. Aligning with the city’s goal of network connectivity, these streets should be prioritized for bicycle infrastructure upgrades due to its proximity to the public high school. Implementing a protected Class IV bikeway would also help in ensuring that the bikeway is an all-ages and -abilities facility.

## Conclusions

By prioritizing accessibility, Beverly Hills aims to reduce barriers and make it easier for people of all ages and abilities to access essential services, recreational facilities, and other key destinations. By implementing a citywide, holistic bicycle network with a low-stress design, the city can be seen as an employment center and a major, east-west connector. Besides the improvements in mobility, a holistic bicycle network offers co-benefits of improvement in public health through the promotion of physical activity and a reduction in air pollution. This aligns with the city’s goals of sustainability by dedicating more resources to making transit and other active modes of transportation, such as walking and bicycling, more attractive and accessible options.



Lin, K. (2023). City of Beverly Hills: Low-stress bikeway analysis (Master’s capstone, UCLA). Retrieved from: <https://escholarship.org/uc/item/1mt202kt>

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