

# City of Beverly Hills

## Implementation of the City's Complete Streets Plan and Action Plan

### » Clifton-Le Doux Corridor Mobility Study

This project is evaluating the feasibility of various traffic calming device options to provide a bike boulevard connection to two Metro subway stations under construction in Beverly Hills, as well as enhance livability along the study corridor through reduced vehicle speeds and cut-through traffic.

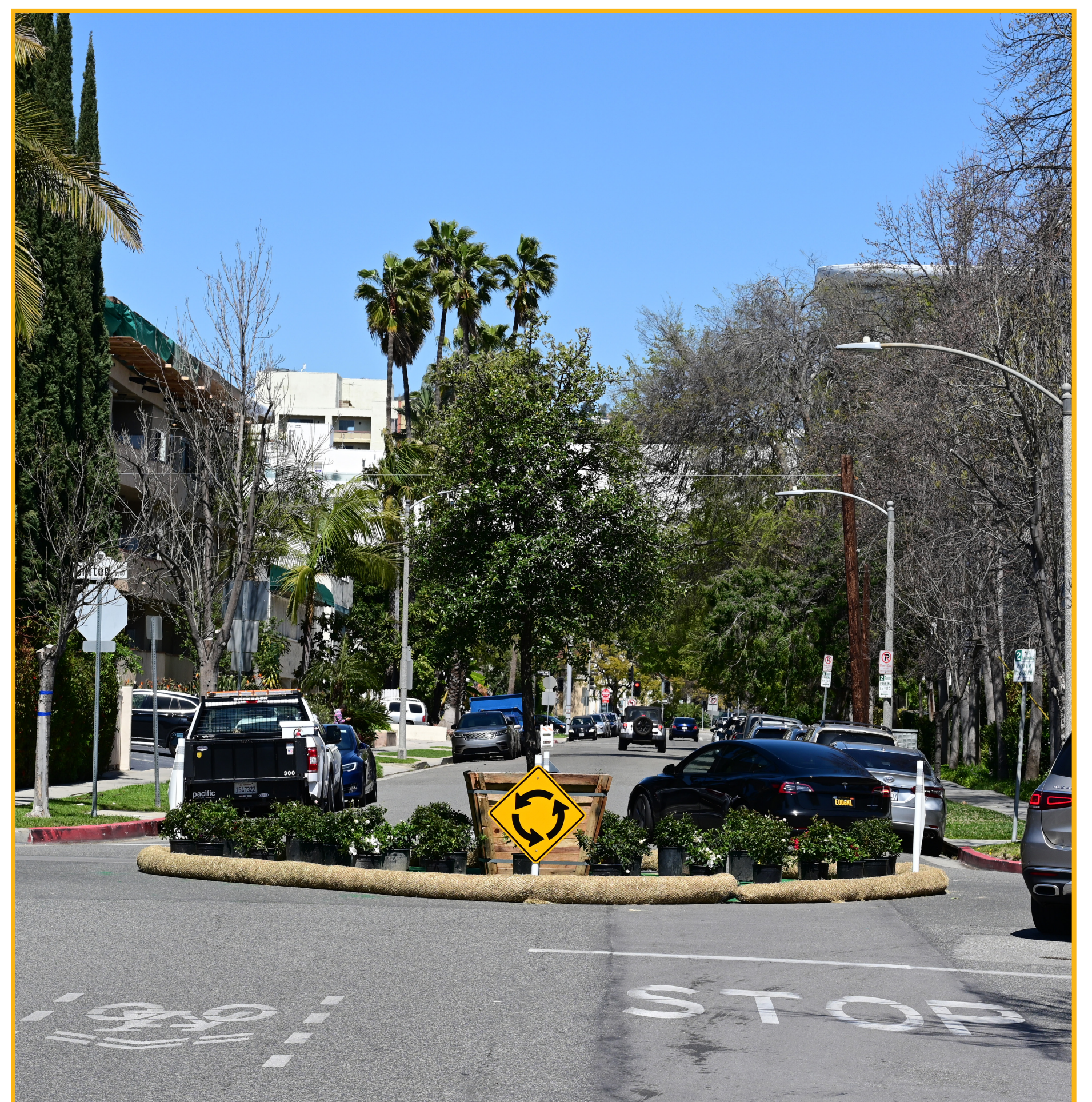
Clifton Way and Le Doux Road are two predominantly residential streets in Beverly Hills. Clifton Way runs east-west from the City's downtown Business Triangle to the eastern edge of the city. It parallels major arterial Wilshire Boulevard, the route of the future Metro D Line, to the south. Le Doux Road runs north-south, intersecting with Wilshire Boulevard, and is parallel to major arterial La Cienega Boulevard.



The project kicked off with a Community Visioning Workshop and walk/bike audits in October 2022. Residents shared that Clifton Way and Le Doux Road are used as alternatives to adjacent arterial streets. In peak hours, they become heavily congested and in off-peak hours, they experience excessive vehicle speeds. Residents suggested that both scenarios create challenging environments for people walking/biking and identified traffic calming devices to include in the study.



In March 2023, the City demonstrated temporary traffic calming devices that were determined feasible to install on either street. At two adjacent intersections, the community experienced temporary curb extensions with high visibility crosswalks and a traffic circle. The devices were made with tempera paint, straw waddles, traffic tape, planter boxes, potted plants, and a 48-inch boxed tree. After a 4-hour demonstration period, the City removed the temporary devices from the street.



Over 75 people participated in the demonstration and the majority of comments received supported the installation of longer-term traffic calming. The next step is to work with the community to identify locations for devices.

Grant funding from Metro's Transit Oriented Communities Technical Assistance Program allowed the City to hire Alta Planning + Design to complete this study.