



CITY OF BEVERLY HILLS

455 NORTH REXFORD DRIVE ▪ BEVERLY HILLS, CALIFORNIA 90210

Lili Bosse, Mayor

April 11, 2022

The Honorable Richard Bloom
California State Assembly, 50th District
1021 O. St, Suite 8130
Sacramento, CA 95814

Re: AB 2264 (Bloom) – Pedestrian Crossing Signals: Lead Time Intervals
City of Beverly Hills – SUPPORT IF AMENDED

Dear Assemblymember Bloom,

I write to inform you that the City of Beverly Hills has adopted a position of SUPPORT IF AMENDED for AB 2264, your measure to require (Caltrans) and local authorities to update all pedestrian control signals to be timed to provide pedestrians with a three to seven-second head start to enter an intersection with a corresponding circular green signal in the same direction of travel. These lead time intervals have great potential to improve pedestrian safety and the City of Beverly Hills has already taken steps to equip traffic signals with this technology at selected intersections within the City as detailed below in this letter. We respectfully request that you amend AB 2264 to allow flexibility for the city to install this technology at intersections that would be chosen through our local process as we would like to avoid a mandate that this be installed at every traffic signal.

Leading pedestrian intervals (LPI) have great potential to enhance safety and reduce conflicts between pedestrians and vehicles. Numerous cities have implemented best practices for pedestrian-crash countermeasures, with one proven practice being the installation of LPIs at busy intersections. LPIs are low-cost pedestrian safety measures that provide pedestrians a three to seven seconds head start to cross the street before vehicles are allowed to enter the intersection. LPIs have been found to reduce pedestrian crashes by 13 percent, increase the likelihood of drivers yielding to pedestrians, and allow more time for slower moving pedestrians to cross the street safely.

In October 2021, the City of Beverly Hills joined key federal transportation agencies to celebrate National Pedestrian Safety Month. The City of Beverly Hills has initiated numerous projects aimed at improving the pedestrian safety, including:

- Installing additional LPI timing throughout our City traffic lights with a four-second head start for pedestrians to begin crossing the roadway before drivers receive a green light similar to the provisions of AB 2264 (Bloom);
- Designing pedestrian crossing enhancements with curb extensions and flashing beacons throughout the city, which began in 2022;
- Implementing the “Complete Streets Plan” and Metro’s “First and Last Mile Plans” to improve pedestrian access and wayfinding to the future D (Purple) Line Stations;
- Continuing the City’s “Neighborhood Slow Streets Program” which identifies neighborhoods throughout the city in which the entire street width can be utilized for walking, cycling and other modes of non-motorized transportation; and
- Adding additional bike parking corrals which free up sidewalk space for improved pedestrian travel (Beverly Hills has already added five new on-street bike parking corrals on South Beverly Drive).

In 2022, Beverly Hills will also participate in its very first CicLAvia in Beverly Hills which will open a segment of North Santa Monica Boulevard for walking, cycling and other modes of non-motorized transportation.

While we do believe in the technology of LPI increasing the safety of pedestrians, not all traffic signals necessarily require the installation of LPI. Therefore, the City of Beverly Hills has adopted a position of SUPPORT IF AMENDED for your bill due to the mandate for all traffic signals.

Sincerely,



Lili Bosse

Mayor, City of Beverly Hills

Cc: The Honorable Ben Allen, Senator, 26th District
Members and Staff, Assembly Committee on Transportation
Andrew K. Antwih, Shaw Yoder Antwih Schmelzer & Lange