

MEMO

To: Aaron Kunz, AICP, Deputy Director of Transportation, City of Beverly Hills

From: Jeff Chess; Michael Meyer

Date: December 6, 2013

Subject: North Santa Monica Boulevard Reconstruction – Traffic and Right-of-way data for Blue Ribbon Committee

Traffic Data

A question was asked by a committee member as to the magnitude of the traffic and its directionality. The attached graphics illustrate the intersection levels of service at the signalized intersection along the corridor and the daily traffic patterns.

Traffic counts were collected in early October, 2013 along the corridor. The slide with the intersection levels of service (LOS) illustrate that several of the intersections operate at LOS E and F. This is true of intersections at Doheny, Beverly Blvd., Rexford, Crescent, and Wilshire in one or more of the peak hours. Some of the intersections on North Santa Monica Blvd in the business triangle do not technically calculate as LOS E or F, but the traffic flow through these intersections is constrained by the congestion at the downstream intersections. The Wilshire and Beverly Blvd. intersections are operating at worse levels of service than others largely because of the heavy turn movements on/off of the Boulevard at those locations.

The four Average Daily Traffic (ADT) graphics illustrate the total daily traffic volume and the hourly volumes by direction. West of Wilshire Blvd., the ADT is 35,380 and the volume peaks in the westbound direction in the am peak hour at 1,431 vehicles per hour. In the section between Beverly Dr. and Rodeo Dr., the ADT is 48,580 and the peak volume is westbound in the am peak at 1,798 vehicles per hour. It is interesting to note that throughout most of the day, the volume is heavy in both directions at close to 1,500 vehicles per hour.

In the Civic Center area, between Rexford and Crescent, the ADT is 54,290 and the peak volumes are westbound in the morning at 1,944 and eastbound in the pm at 1,790. Here again, the volume is above 1,500 vehicles per hour in both directions during most of the day. North Santa Monica Boulevard does not exhibit the sharp am and pm peak period peak volume and lower off-peak volumes of typical streets. It is busy and near capacity all day long. Note that for planning purposes, we often use 800-850 vehicles per hour per lane as the capacity of a roadway, so with two lanes in each direction, the theoretical capacity of North Santa Monica Boulevard is

about 1,600-1,700 vehicles per hour per direction, which is what it is carrying for much of the day.

The traffic volumes toward the east end drop off to an ADT of 39,120 and the peak volume is westbound in the am peak hour at 1,544 vehicles. As noted above, a significant volume diverts off of North Santa Monica Boulevard at the Beverly Boulevard intersection.

Right-of-Way and Roadway Width Data

The attached 11"x17" drawing of the corridor illustrates the roadway cross sections in the various segments of the corridor and the adjacent property types. The properties along the corridor fall into three categories; (1) Beverly Gardens Park space in green along the north side of the Boulevard, (2) City-owned parcels along the south side shown in yellow, and private property in pink.

The roadway itself falls into two basic cross sections; (1) the blue shaded areas where the existing roadway is 63' wide curb-to-curb and there is 2' of right-of-way beyond the south curb, and (2) the choral colored sections where the roadway is 60' wide and there is a 5' planted parkway south of the south curb. The latter section is primarily along the city parking structures.

There is a widened cross section on the westbound approach to Wilshire Boulevard where a right-turn-only lane has been added to the typical lane configuration and in the block between Crescent and Rexford where there the bus turn out on the north side of the street.

Approximately two-thirds of the corridor currently has the 63-foot wide roadway and two-foot southern parkway cross section, with one third of the corridor having the 60-foot wide roadway and five-foot southern parkway cross section. It should be noted that the two developments on properties west of Wilshire Boulevard have been conditioned to widen the street by 8' along their frontage, so that section will at some point be 71 feet wide, curb-to-curb.

Enclosure