

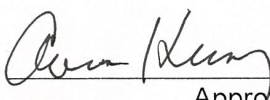


## STAFF REPORT

**Meeting Date:** January 6, 2015  
**To:** Honorable Mayor & City Council  
**From:** Susan Healy Keene, AICP, Director of Community Development  
David Lightner, Deputy City Manager/Director of Capital Assets  
**Subject:** North Santa Monica Boulevard Reconstruction Project  
Construction Mitigation  
**Attachments:** 1. December 2, 2014 Staff Report  
2. Correspondence

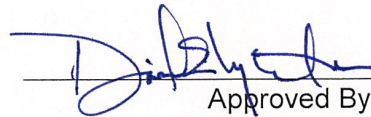
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This report continues the City Council continued discussion of the North Santa Monica Boulevard Reconstruction Project from December 2, 2014 to January 6, 2015.

  
for Susan Healy Keene, AICP

Approved By

Susan Healy Keene, AICP



Approved By

David Lightner

# **ATTACHMENT 1**



## STAFF REPORT

**Meeting Date:** December 2, 2014

**To:** Honorable Mayor & City Council

**From:** Susan Healy Keene, AICP, Director of Community Development  
David Lightner, Deputy City Manager/Director of Capital Assets

**Subject:** North Santa Monica Boulevard Reconstruction Project  
Construction Mitigation

**Attachments:**

1. Construction Traffic Analysis
2. Lane Closure Alternatives
3. Three Feet for Safety Act

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### INTRODUCTION

This report continues the City Council's review of the Santa Monica Boulevard Reconstruction project, focusing on traffic impact analysis, project budget and duration of construction scenarios. Staff seeks City Council's direction to proceed with project design and development of a construction mitigation plan in consultation with the Traffic & Parking Commission to begin construction in spring 2016. The City Council Ad-Hoc Committee (Mayor Bosse and Councilmember Brien) held three meetings to review this analysis. This report reflects their recommendations.

### DISCUSSION

In 2004, the State of California relinquished ownership of the 1.8-mile boulevard to the City of Beverly Hills with many years of deferred State maintenance. The pavement quality, drainage system and other physical elements have deteriorated to the point that the Boulevard requires full reconstruction. On June 4, 2013 the City entered into an agreement with Psomas to perform design services for the Santa Monica Boulevard Reconstruction project.

The agreement with Psomas included two phases: 1) Pre-design/public outreach and 2) Project design. A milestone in the agreement is for the City Council to approve



proceeding with project design. A decision with respect to any modifications to the existing roadway width is needed prior to proceeding with project design.

Psomas estimates that it will take approximately 14 months from the beginning of the project design to start construction, inclusive of the construction bidding process. As the first phase of construction involves replacement of the drainage system, common practice is for this type of construction to be done in the spring to avoid potential flooding. Starting construction in spring 2016 would minimize overlap with the most intensive phases of construction of the Metro La Cienega station.

In spring 2014 the City Council reviewed two primary work products completed as part of the "pre-design" phase of the Santa Monica Boulevard Reconstruction project:

1. Santa Monica Boulevard Blue Ribbon Committee recommendations
2. Pre-design cost and duration estimates provided by the Psomas team.

The pre-design cost and duration estimates included the assumption that four lanes of traffic would be maintained throughout construction to minimize traffic impacts. The City Council determined that prior to commencing project design, they needed to understand traffic impacts, project duration and cost of lane closure options and potential mitigation measures during construction. The City Council further directed staff to prepare a scope of services for the Psomas team to evaluate lane closure alternatives and traffic impacts, and prepare cost and construction duration estimates for lane closures scenarios up to full closures of the Boulevard. In accordance with City Council direction, the scope of work included analysis of the roadway segment from Doheny Drive to Wilshire Boulevard. The roadway segment from Wilshire Boulevard to the western City limits (inclusive of the Wilshire/Santa Monica Boulevard intersection) was deferred until after completion of the development projects at 9900 and 9876 Wilshire Boulevard.

Mayor Bosse appointed Councilmember Brien and herself to an Ad-Hoc Committee to review the consultant's work in detail and provide recommendations to the City Council.

#### Traffic Analysis

Iteris, Inc. developed a detailed travel demand forecasting model and evaluated eleven construction scenarios as described in Attachment 1. A summary of the study follows:

- Generally, 20 to 30% of the traffic shifted to streets north, 35 to 55% shifted to streets south of North Santa Monica Boulevard (NSMB), and 25 to 35% took alternate routes outside of Beverly Hills.
- The impact on congestion levels appears to be manageable if three or four lanes are maintained on NSMB, but will have significant impacts on congestion in Downtown Beverly Hills and residential streets to the north and south of the boulevard if the roadway is reduced to two lanes or closed completely to through traffic. Attachment 1 provides a map showing the impacts in red.

### Lane Closure Alternatives

In addition to traffic modeling, a preliminary construction schedule and probable construction cost was developed for four lane closure alternatives. The alternatives are as follows:

Alternative 1: Four traffic lanes for the majority of construction.

Alternative 2: Three traffic lanes for the majority of construction.

Alternative 3: Two traffic lanes for the majority of construction.

Alternative 4: A range from four traffic lanes to three/two traffic lanes depending on activity.

Attachment 2 provides an overview of the alternatives and their associated duration and cost. In general, reducing the number of traffic lanes on the boulevard to provide more area for construction reduces the overall construction schedule and cost.

Although various lane closure alternatives were analyzed to establish the schedule and cost, it was determined that different construction activities will require distinctive lane closure requirements. For example, construction of storm drains across the boulevard will likely require the use of one-half of the roadway while construction of storm drains along the boulevard can be accomplished by closing one traffic lane. Similarly, construction of curb and gutter, sidewalks, and street lights can be done with minimal impact to traffic. Paving can be completed segment by segment, but can be expedited by reducing the number of available traffic lanes.

### **Ad-Hoc Committee**

After detailed review of the traffic impact analysis and lane closure alternatives, the Santa Monica Boulevard Ad-Hoc Committee recommended the "Alternative 4" lane closure alternative. This alternative utilizes a combination of lane closure alternatives that balances minimizing traffic impacts and providing opportunities to expedite construction in order to reduce the overall schedule and cost associated with reconstruction of the boulevard. With City Council concurrence, the development of the construction mitigation plan will be based on "Alternative 4."

The Ad-Hoc Committee also reviewed the implications of the "Three Feet for Safety Act" that went into effect in September 2014 in the State of California and requires vehicles to provide 3-feet clearance for bicycles. Attachment 3 provides detail of this act in relation to the lane widths of Santa Monica Boulevard. After this review, the Ad-Hoc Committee recommended that the project be designed with the existing roadway width.

Further, the Ad-Hoc Committee recommended:

- Return to City Council with a draft construction mitigation plan developed in consultation with the Traffic & Parking Commission five months after commencement of project design.



- Consider landscaped medians in project design, return to City Council at 50% of project design (proposed modifications to bus stops, street lighting, and other changes to the existing roadway would be forwarded at this time).
- Conduct public outreach. Prior to issuing construction bid documents, return to the City Council with recommendations for extended hours and/or weekend construction to expedite the overall project.

Staff asked Bonterra (subsidiary of Psomas) to analyze the project under the California Environmental Quality Act (CEQA). Bonterra confirmed it qualified as a Class 1/Categorical Exemption. This analysis will be maintained on file.

Notices advising of the City Council's review were e-mailed to the Blue Ribbon Committee members, churches adjacent to Santa Monica Boulevard, attendees of the Blue Ribbon Committee meetings, and North Homeowner's Association.

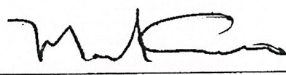
#### **FISCAL IMPACT**

The pre-design cost estimate for the Santa Monica Boulevard Reconstruction project between Doheny Drive and Wilshire Boulevard presented to City Council on July 1, 2014 was \$28.6 million. The current estimate is \$27.2 million under lane closure "Alternative 4." This cost estimate will be updated during project design and upon contract award.

#### **RECOMMENDATION**

Staff seeks City Council direction to proceed with the final design of the Santa Monica Boulevard reconstruction project per recommendations of the Ad-Hoc Committee.

  
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Approved By  
Susan Healy Keene, AICP

  
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FOR? Approved By  
David Lightner