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City of Beverly Hills

North Santa Monica Blvd Reconstruction

Community Meeting Presentation

September 30 & October 1, 2015

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Meeting Agenda

- Project Description
- Schedule
- Need For Traffic Mitigation
- Public Information
- Residential Streets
- South Santa Monica Boulevard

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Project Description

- Need for the Project
  - Pavement deterioration beyond repair by another overlay
  - Curbs and gutters in disrepair
  - Base material saturated and not stable – must be replaced
  - Drainage not functioning – along Santa Monica Blvd and alleys
  - Street lighting inconsistent

- Project Elements
  - Complete reconstruction of pavement and base
  - Initial phase Wilshire Blvd. to Doheny Drive
  - Widening south side along five parking structures
  - Storm drain replacement
  - New street lighting
  - Bicycle lane striping TBD

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North Santa Monica Boulevard Project Timeline

- Timeline:

  2013 and 2014:

  - City Council reviewed many options for widening as a part of improving NSMB. In the spring of 2013 they appointed a Blue Ribbon Committee to hold public meetings.
  - After deciding against widening, it was determined that a construction schedule of up to 30 Months, when keeping no less than 4 travel lanes during construction, was unacceptable.
  - A City Council Ad Hoc Committee recommended a "Construction Alternative 4" which reduced the overall construction schedule to 21-23 Months with a minimum 2 lanes for short durations.

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North Santa Monica Boulevard Project Timeline

- Timeline (Cont'd):

<u>January 2015:</u>

- City Council directed the start of design
- Requested designers explore widening of NSMB from Canon to Wilshire and possibility of medians.

<u>March-July 2015 TPC Review:</u>

- Overview of City Council direction and selected lane closure scenario
- Review of contracting process/examples of construction mitigation measures
- Review of possible project-specific construction mitigation measures
- Recommendation to City Council; possible parking restrictions on South SMB

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North Santa Monica Boulevard Project Timeline

- Timeline (Cont'd):

<u>July 2015:</u>

- City Council considered parking restrictions and working extended work hour measures. Directed widening 2'4" from Wilshire to Canon.

<u>September 30 & October 1:</u>

- Public Outreach at TPC

<u>October:</u>

- TPC further refinement of possible mitigation measures; recommendation to City Council for contracting

<u>October:</u>

- City Council consideration of TPC recommendations; direction to staff for contracting

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North Santa Monica Boulevard Project Timeline

- Timeline (Cont'd):

<u>November:</u> Contract bidding incorporating mitigation measures

<u>February 2016:</u> City Council Contract Award

<u>March 2016:</u> Public Outreach at TRC; discuss final mitigation measures, construction timeline, public resources for information

<u>March 2016-May 2018:</u> Construction and Continued Outreach

- Possible Mitigation measures: extended work hours,

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Need for Traffic Mitigation

Existing five-lane cross section will be reduced to create construction work areas

During some stages of construction, North Santa Monica Boulevard will be reduced to less than two lanes in each direction

Reduced capacity on North Santa Monica Boulevard will increase congestion and lead some motorists to seek alternate routes

The most likely alternate routes include:

- Parallel residential streets north of the Boulevard
- South Santa Monica Boulevard

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Key Mitigation Strategies

- Public Information Program to encourage through traffic to use preferred alternate routes (e.g., Olympic Blvd.)
- Measures to prevent diversion to residential streets
- Measures to maintain business triangle access on South Santa Monica Boulevard

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Public Information Program

- City website – project updates
- Contractor measures:
  - Advanced Warning Signs in WeHo and Los Angeles
  - Real time traffic information
  - Community meetings/TPC meetings
  - Public outreach consultant as part of team

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Construction Stages

- All Lanes Open (two through lanes each direction, plus left turn lanes) – construction on edges of roadway
- Four Lanes Open (two 10' lanes each direction, no left turns) – creates room for work in roadway
- Three Lanes Open (two westbound, one eastbound) – when additional room is needed for construction in roadway

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Four Lanes Open

- Two Through Lanes in Each Direction
  - Left Turns Prohibited
    - Redirect eastbound traffic to SSMB
    - Detour westbound lefts to Park Way for Business Triangle access
  - Westbound Through Traffic Diversion
    - Likely to occur at start of construction segment
    - If at Doheny, prevent diversion to Carmelita
    - If further west, prevent right turns onto north-south streets that intersect Carmelita
  - Eastbound Through Traffic Diversion
    - Less potential for diversion north of NSMB
    - Likely diversion to SSMB
    - Options for SSMB mitigation (later in presentation)

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Three Lanes Open

- Two Westbound Through Lanes, One Eastbound Lane
  - Rationale = Transition at Moreno Drive facilitates eastbound traffic
  - Left Turns Prohibited
    - Redirect eastbound traffic to SSMB
    - Detour westbound lefts to Park Way for Business Triangle access
  - Westbound Through Traffic Diversion
    - Likely to occur at start of construction segment
    - If at Doheny, prevent diversion to Carmelita
    - If further west, prevent right turns onto n-s streets that intersect Carmelita
  - Eastbound Through Traffic Diversion
    - Less potential for diversion north of NSMB
    - Likely diversion to SSMB
    - Options for SSMB mitigation

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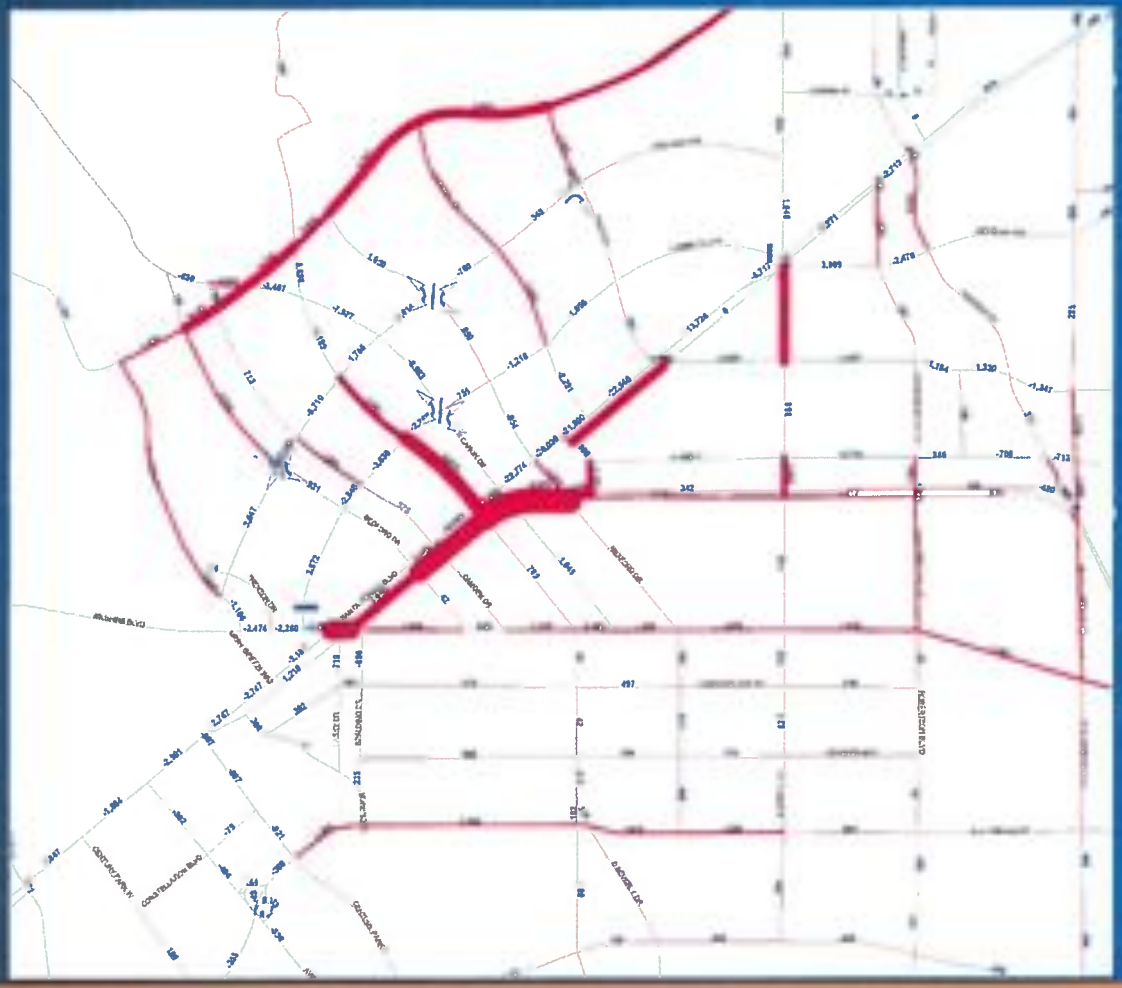
Two Lanes Open



May not be necessary or only for periods of short duration (e.g., overnight)

Widening along Santa Monica five parking structures may eliminate need for two lane construction stage

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Existing SSMB Lane Configurations

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Existing Cross Section

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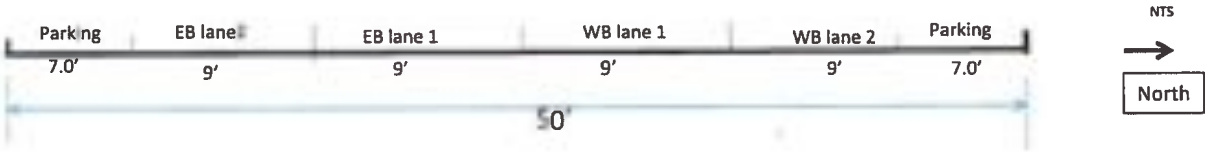
South Santa Monica Boulevard Striping Options
During the North Santa Monica Construction

Between Beverly and Wilshire – typical block- Not at intersections

Existing:



13 spaces on the southside
26 spaces on the northside
1 Passenger loading
40-Total

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South Santa Monica Blvd Options

- Option A: Remove Parking South Side and Restripe During Entire Construction
- Option B: Remove Parking South Side and Restripe Only During Period of Heaviest Construction
- Increases SSMB Capacity approximately 9-16%

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Options A or B

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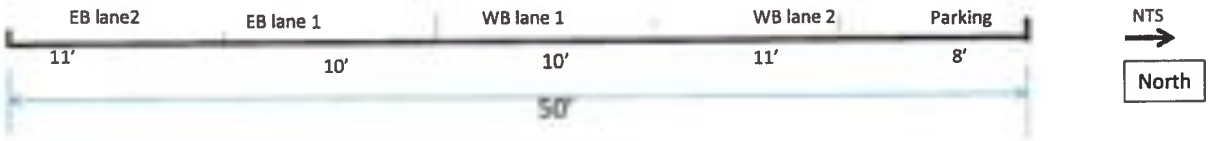
South Santa Monica Boulevard Striping Options During the North Santa Monica Construction

Between Beverly Drive and Wilshire Bl

Options A and B:

The removal of parking on the south side during the construction of NSM.



No spaces on the southside
26 spaces on the northside
1 Passenger loading
8: possible to add on the nothside
35-Total

DEPARTMENT OF COMMUNITY DEVELOPMENT TRANSPORTATION- 6-25-15- BV

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South Santa Monica Blvd Options (continued)

Option C: Remove Parking on Both Sides and Restripe
With Continuous Two-Way Left Turn Lane
or
With Three Lanes Eastbound/Two Westbound

Increases SSMB Capacity approximately 25% with two-way left turn lane

Three lanes E/B, Two W/B increases capacity 75% in E/B direction, 25% in W/B direction assuming no left turns

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Option C

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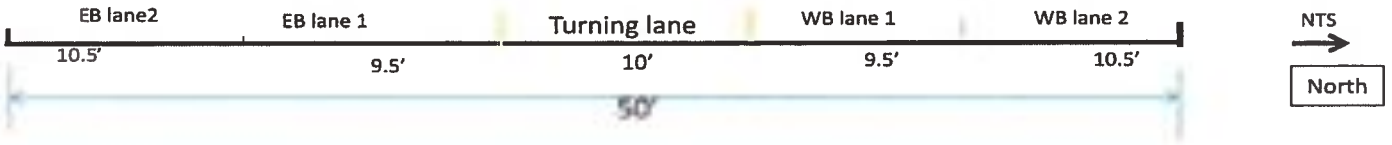
South Santa Monica Boulevard Striping Options During the North Santa Monica Construction

Between Beverly Drive and Wilshire Bl.

Option C :

The removal of parking on both sides and complete restriping



27 spaces along the north side of the street and 13 spaces along the south side would be removed.

0 spaces on the southside
0 spaces on the northside
-40

Center turn lane could be operated as third eastbound lane

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South Santa Monica Blvd Options (continued)

- Option D: Peak Period Parking Restrictions
- Increases SSMB Capacity approximately 6%

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Option D

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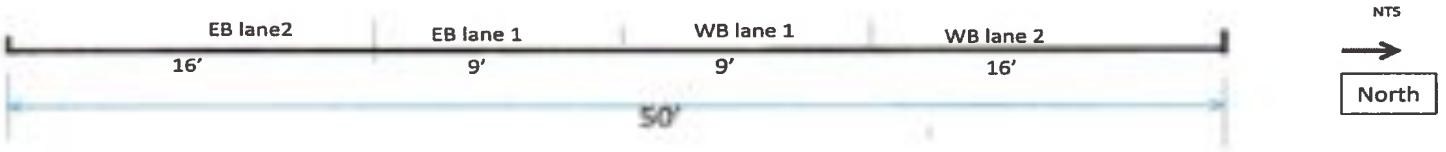
South Santa Monica Boulevard Striping Options During the North Santa Monica Construction

Between Beverly and Wilshire – typical block- Not at intersections

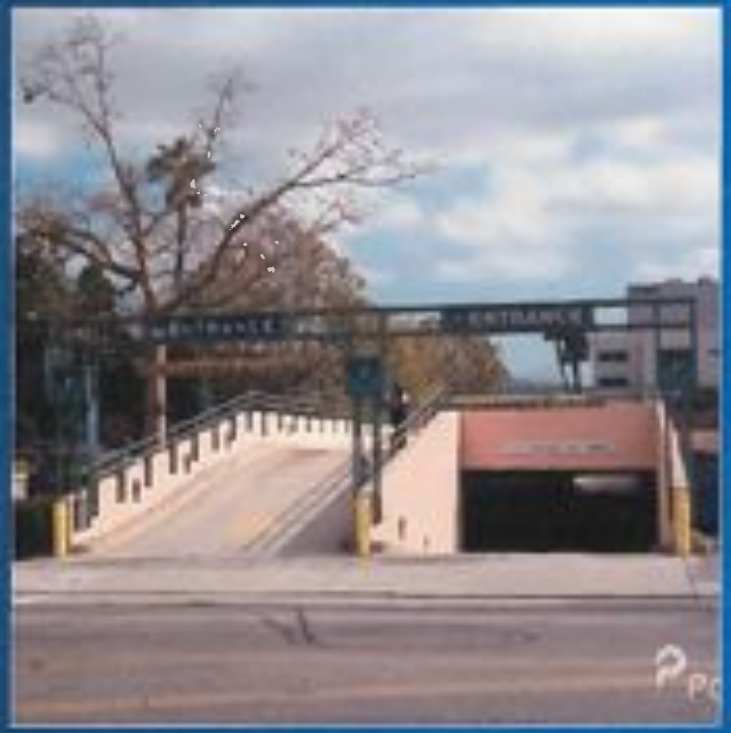
Option D



Peak period parking prohibitions.

Periods TBD depending construction phasing
Parking loss: undefined.

Mitigation for Parking Removal



- Identify replacement parking
- Potential for valet parking to off-site lot – Potential on-demand app
- Attendant parking in Santa Monica five
- Include requirement for replacement parking in contractor's contract, with parameters specified

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North-South Streets Crossing/Accessing the Boulevard

- Keep all business triangle cross streets open to at least half-street width
- Maintain left turn access to minimum number of streets accessing the triangle
- Residential streets east of Rexford – can be closed but no more than two at once
- Red Flag Warning days additional access requirements

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Traffic Mitigation on Residential Streets

- Turn Prohibitions and Diverters to prevent cut through traffic
- East end of Carmelita, West end of Elevado likely candidates
- Turn restrictions off of NSMB at beginning of each construction stage
- Allowance in contractor's contact for number of intersections that may require barricades, diverters, traffic enforcement, etc.
- Contractor to prepare detailed traffic management plans by phase and retain flexibility to respond to traffic conditions
- Traffic monitoring

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Other Potential Mitigation Measures

- Turn restrictions on SSMB to prevent diversion to Moreno Drive
  - Peak periods
  - School hours

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Traffic Mitigation Tool Box – Public Information on Construction Activities

Advance Warning Dynamic Message Signs

Construction Notices

Metro Purple Line Extension: Section 1 June 30, 2015

Geotechnical Exploration, Wilshire/La Cienega Area

SUMMARY

ESSENTIALS

TIME: 8am to 6pm

WHEN Sunday July 12, 2015

WHERE: Cienega Area

WHAT Geotechnical Exploration

NOTEWORTHY

24/7 live project hotline 213-922-6934

WHAT TO EXPECT

- All work has received necessary permits and approvals.
- Access for pedestrians to be maintained outside of the construction zone.
- Access for emergency responders will be maintained.
- Construction may result in changes to bus routes or stop locations. Metro will post signs at affected stops to advise of alternative boarding locations. Real-time information available at metro.net/projects/advisories or 323.GOMETRO.

CONTACT US

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Traffic Mitigation Tool Box – Temporary Diverters and Speed Humps

Jonathan Maus/BikePortland

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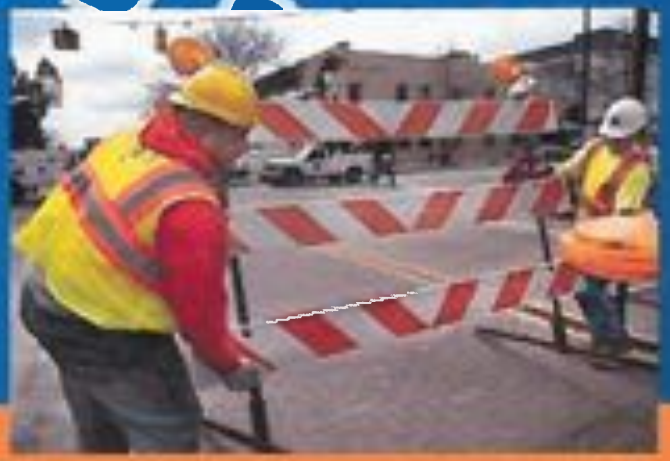
Traffic Mitigation Tool Box – Barricades to Restrict Traffic Movements



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Traffic Mitigation Tool Box – Signs Posting Turn or Parking Restrictions

Traffic Mitigation Tool Box – Signal System Adjustments

Additional traffic management staff

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Other Requirements of Contractor

- Specified Minimum Number of Advance Warning Signs
- Real Time traffic data, detour information via website
- Traffic management staffing
- Hot line for complaints

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Construction Contracting

- Goals of Construction Mitigation Plan
  - Provide sufficient parameters to minimize impacts to City residential areas and maintain access to businesses
  - Gives contractor enough flexibility to develop a construction plan that expedites construction and/or reduces costs.
  - Allows flexibility to change mitigation measures based on changing traffic patterns
  - Keeps public informed of project

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Next Steps

- Finalize Construction Contract Requirements
- Hire Construction Contractor
  - Contractor develops detailed staging plan and schedule
  - Contractor to work with TPC on traffic mitigation implementation