

Santa Monica Boulevard Reconstruction Project

Traffic and Parking Commission Presentation
March 5, 2015

Two-Phase Reconstruction Project

- June 2013 – City Council agreement with Psomas team
 - Pre-design – public outreach/conceptual design process to incorporate “Complete Streets” as requested by City Council, survey of roadway conditions and cost estimates. **COMPLETE**
 - Design - prepare plans, specifications and estimates (PS&E) and construction bid support. **JUST STARTING**

Background on Pre-Design Phase

- November 2013 – March 2014: City Council-appointed Blue Ribbon Committee met
- April – May 2014: Council requested review of revised project cost estimates
 - Defer construction west of Wilshire Boulevard
- July 2014: City Council direction to proceed with further study of construction traffic impacts and lane closure scenarios.
 - Intention = Save time and money

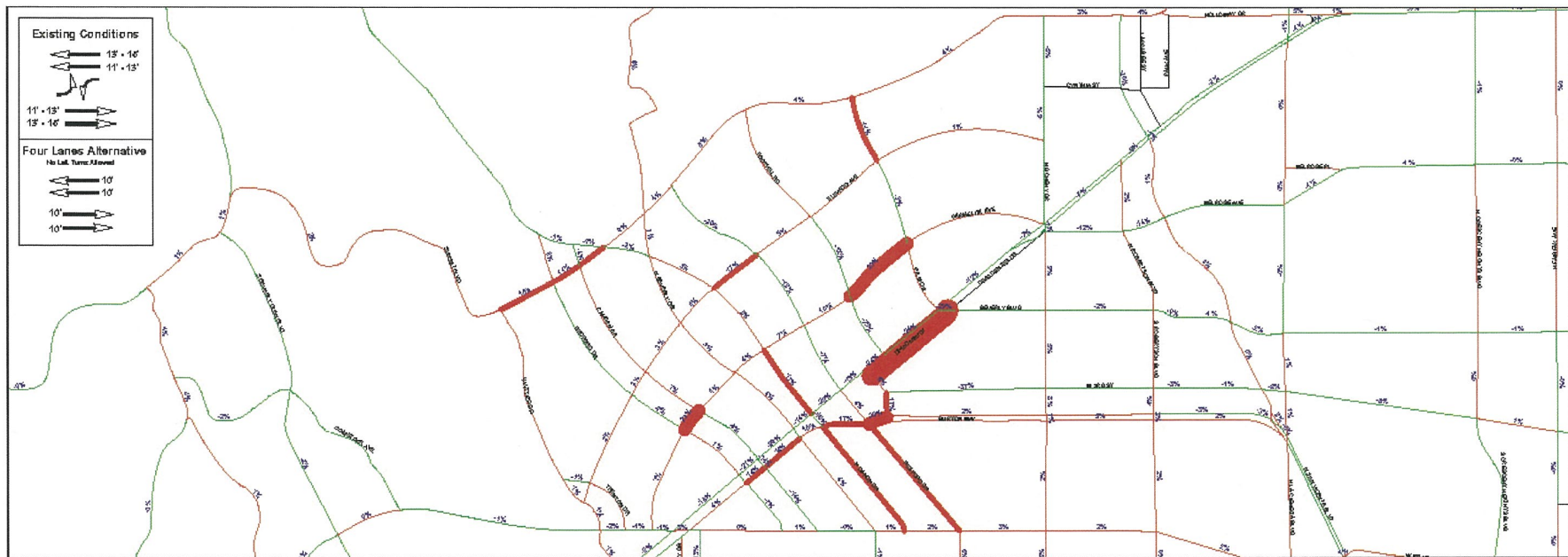
Council Ad Hoc Committee

- Met July – November, 2014
- Reviewed Results of Traffic Modeling
- Reviewed Construction Scenarios

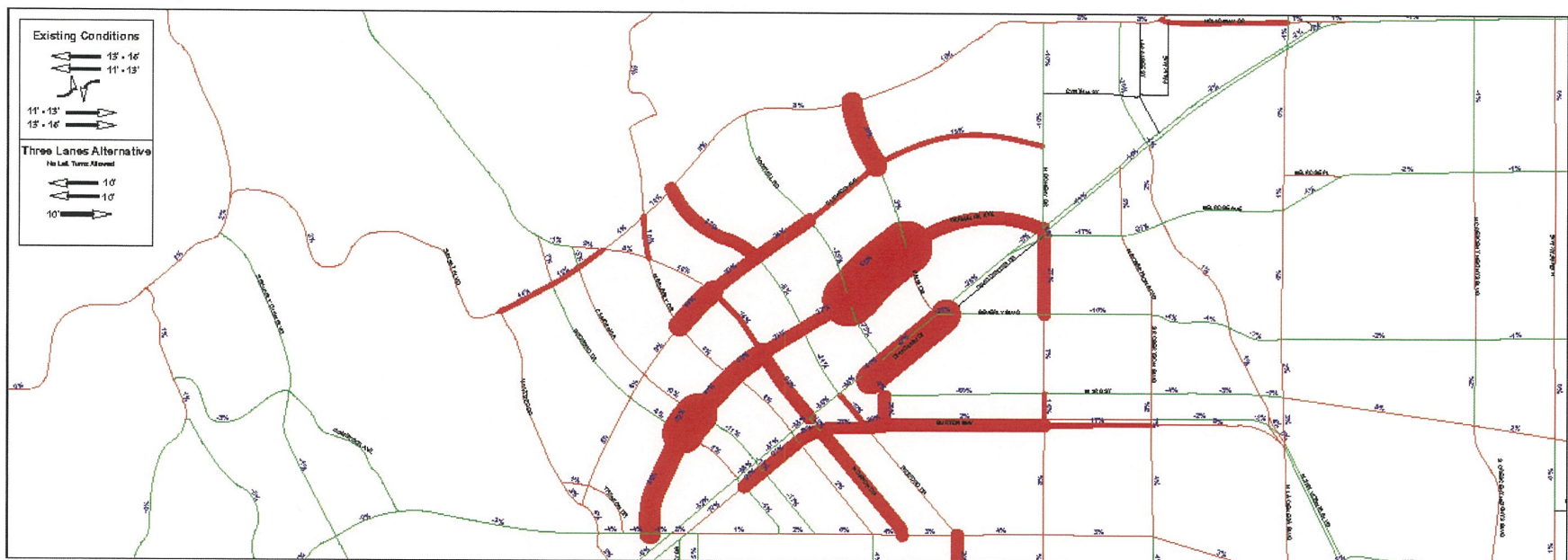
Travel Demand Forecasting Model

- 11 Construction scenarios modeled
- Generally, 20-30% of traffic shifted north; 35-55% shifted south and 25-35% shifted outside of Beverly Hills
- Impact of congestion levels appears manageable maintaining 3 or 4 lanes
- Reducing to 2 lanes or closing the boulevard would have significant impacts
- Residential mitigation measures modeled

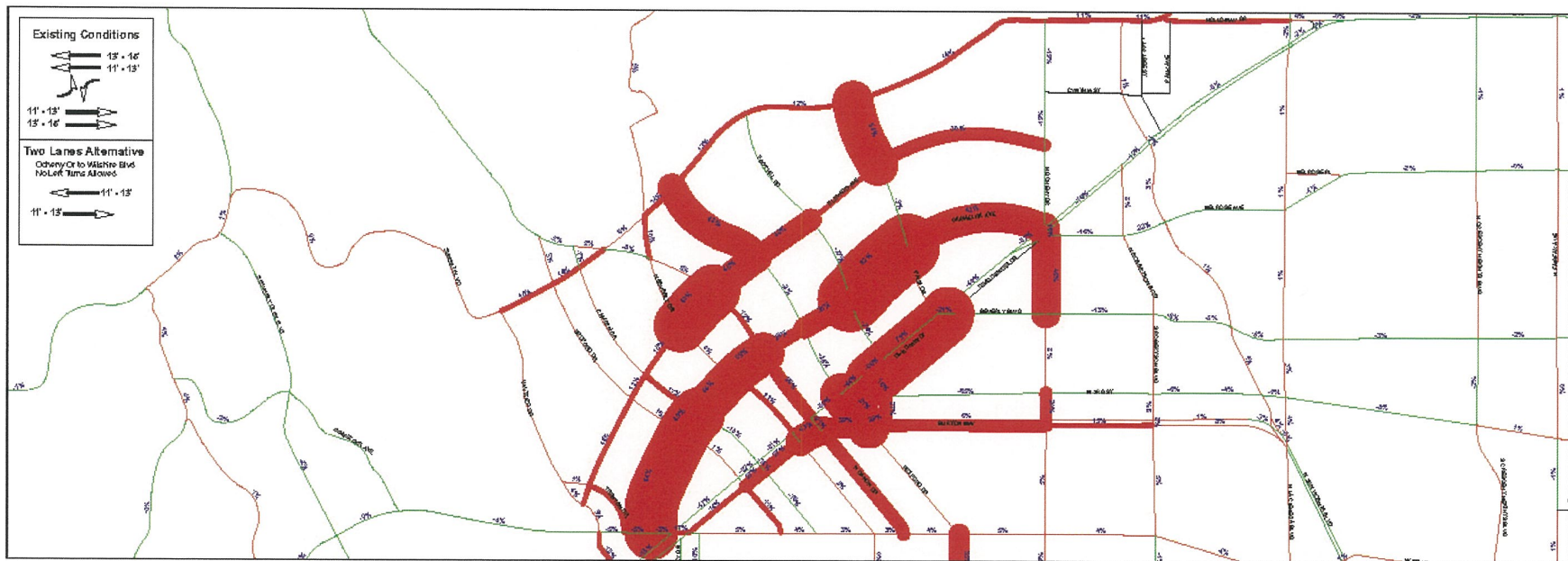
Four Lane Alternative Percent Change in ADT



Three Lane Alternative Percent Change in ADT



Two Lane Alternative Percent Change in ADT

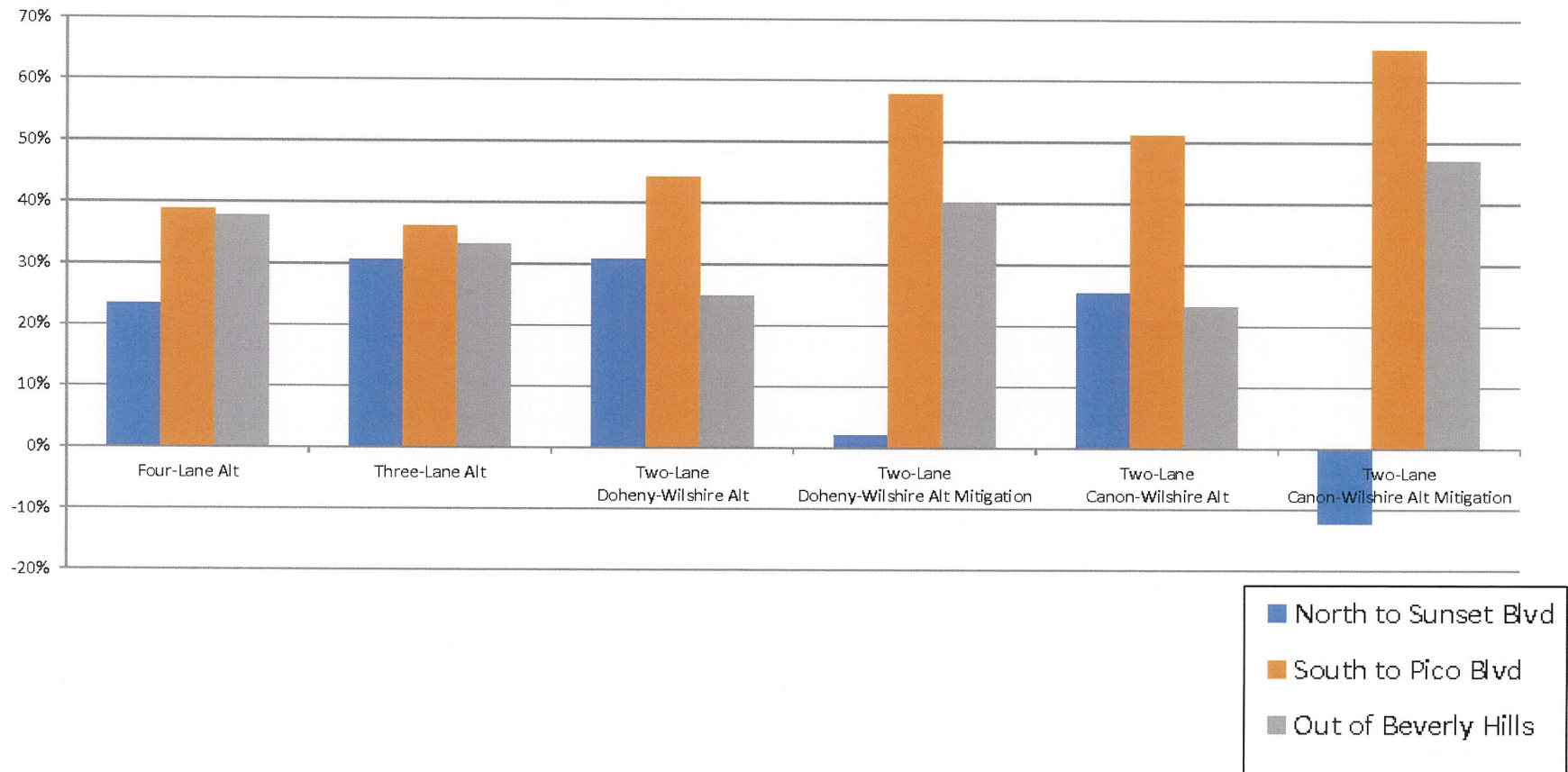


Close Beverly to Canon Alternative Percent Change in ADT



Daily Traffic Diversion Four, Three and Two-Lane Alternatives

Traffic Diversion % by NSMBL Construction Alternative

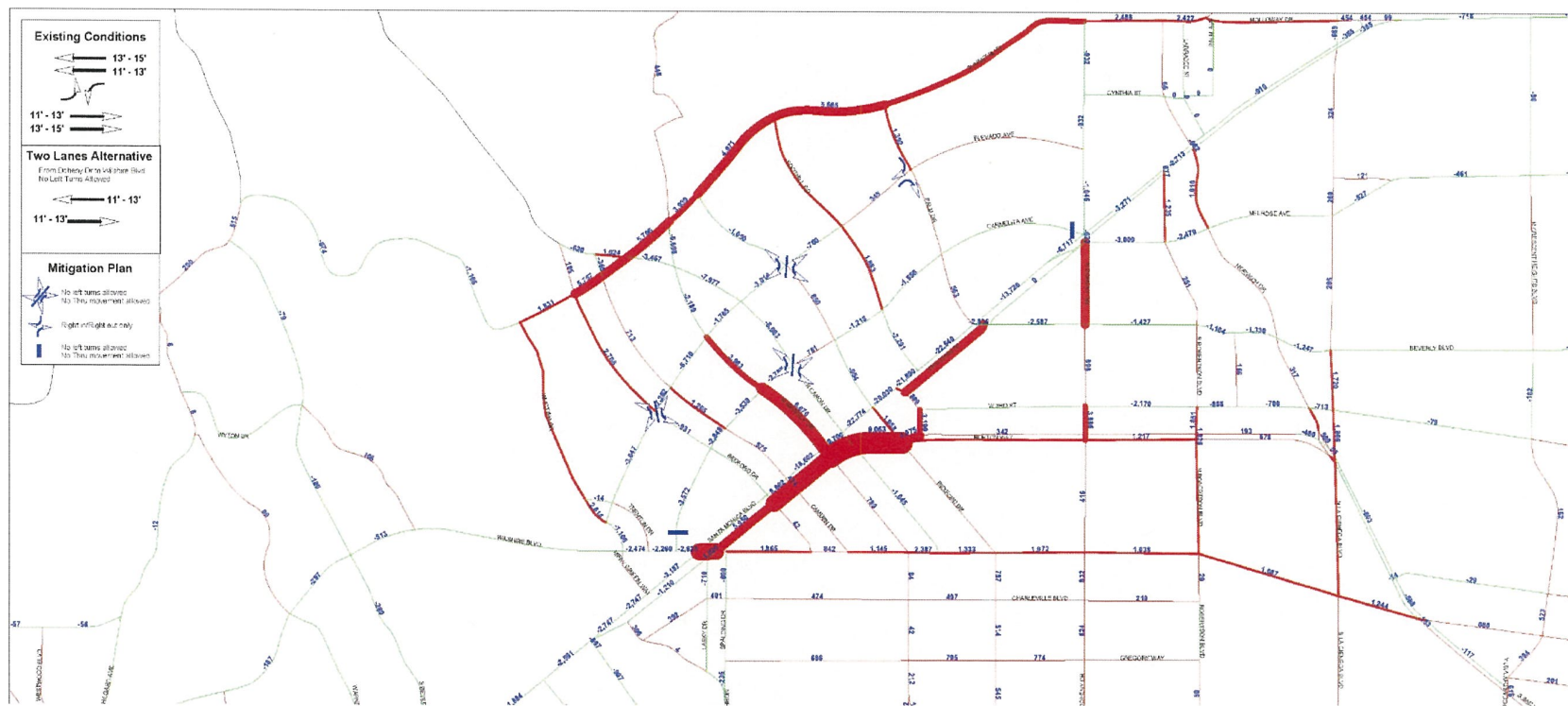


Mitigation Scenarios Modeled

- Turn Prohibitions along Doheny
- Diagonal Diverters at several locations
 - “Impossible” to bypass NSMB on Carmelita or Elevado from Doheny to Wilshire



Mitigation Scenario Modeled



Lane Closure Scenarios Alternatives

- Alternative 1 – Primarily four lanes of traffic
- Alternative 2 – Primarily three lanes of traffic
- Alternative 3 – Primarily two lanes of traffic
- Alternative 4 – Hybrid of lane closures

All alternatives assume two lanes during pavement of section between Canon and Wilshire

Alternatives

Alternative #1

- Cost estimate: \$29 million
- Duration estimate: 23 – 25 months
- 280 working days (56 weeks) minor impacts

Alternative #4

- Cost estimate \$27.2 million
- Duration estimate: 21-23 months
- 98 working days minor impacts; 138 moderate

Ad-Hoc Committee Recommendation Approved by City Council

- Alternative #4
 - Shortest duration and lowest cost alternative
 - Maximizes work outside of the roadway
 - Provides contractor more options to expedite the project

With City Council concurrence, team will proceed with developing construction mitigation plan and construction bid documents assuming Alternative #4

Ad-Hoc Committee Recommendations

- Proceed with project design with existing roadway width
- Develop draft construction mitigation plan
- Return to City Council at 50% project design (including consideration of landscaped medians)
- Conduct public outreach – return to City Council with recommendations for extended hours

Role of TPC

- Assist in identification of traffic mitigation for residential areas
- Review mitigation parameters to be given to construction contract bidders
- Ongoing dialogue related to mitigation measures as construction proceeds

Next Steps

- Return to Council for additional design input
 - Potential south side widening Canon to Wilshire
 - Potential median island locations
- Finalize PS&E
 - Some mitigation measures included in design
- Contractor bid package
 - Mitigation parameters specified
- Selection of contractor
 - Evaluation includes cost and construction approach
- Construction
 - Flexibility to adjust mitigation to respond to conditions