

City of Beverly Hills
North Santa Monica Blvd Reconstruction
Community Meeting Presentation
September 30 and October 1, 2015

Project Description

- Complete reconstruction of boulevard (pavement, curbs, gutters and sidewalks)
- Storm drain replacement
- New street lighting
- No widening to north side of the boulevard
- New landscaping and 2'-4" widening on south side between Canon and Wilshire

Project Description Cont'd

- Contract bidding incorporating mitigation measures in November/December 2015
- City Council contract award in February 2016
- Construction schedule to begin in Spring 2016
- Construction estimated duration 18 to 24 months

Purpose of Meeting

- City Council directed Traffic & Parking Commission to conduct public outreach and develop recommendations for construction mitigation measures



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 3 lanes

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

Likely alternate routes include:

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

Key Mitigation Strategies

- Public notification/outreach
- Measures to maintain business triangle access on South Santa Monica Boulevard
- Neighborhood traffic mitigation toolbox
- Construction staging to maintain capacity and minimize detours

Public Information Program

- Advanced Warning Signs in West Hollywood and Los Angeles
- Real time traffic information (web, social media)
- Public outreach (e.g. media)
- Construction phone line (staffed during hours of construction)
- Community meetings/TPC meetings



Construction Stages

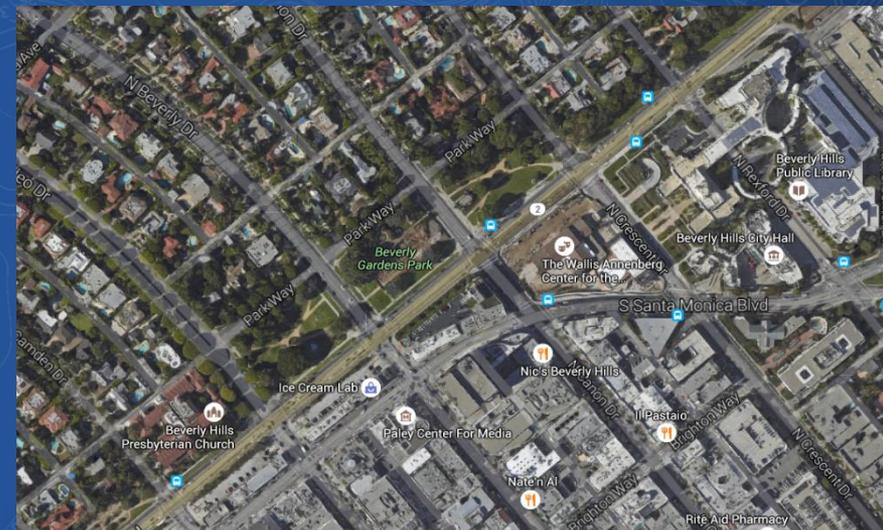
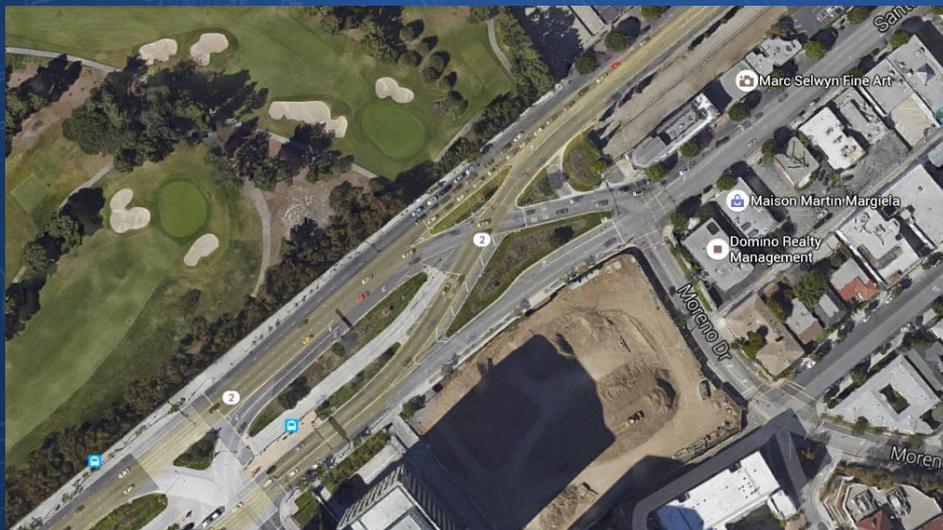
- All Lanes Open (two through lanes each direction, plus left turn lanes) construction on edges of roadway
- Four Lanes Open (two 10' lanes each direction, no left turns) creates room for work in roadway
- Three Lanes Open (two westbound, one eastbound) when additional room is needed for construction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

Four Lanes Open

Two Through Lanes in Each Direction

Left Turns Prohibited

- Redirect eastbound traffic to SSMB
- Detour westbound lefts to alternate locations for Business Triangle access



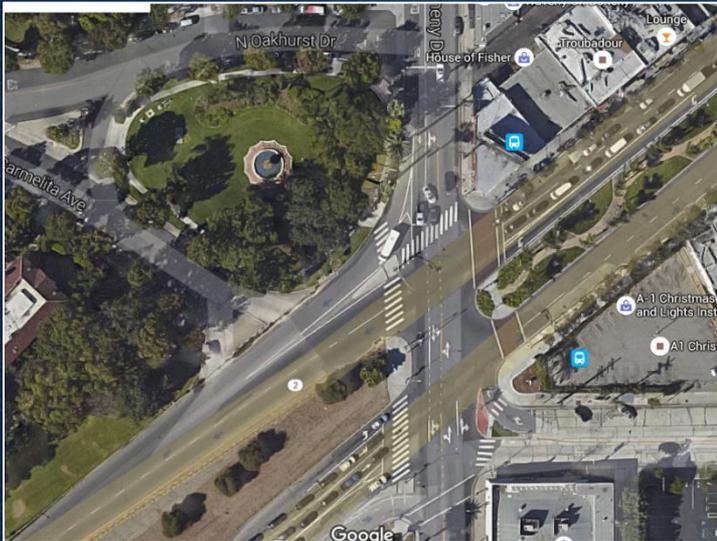
Four Lanes Open (cont'd)

Westbound Through Traffic Diversion

- Likely to occur at start of construction segment
- If at Doheny, prevent diversion to Carmelita
- Potential detour down Doheny to Beverly Boulevard
- 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)

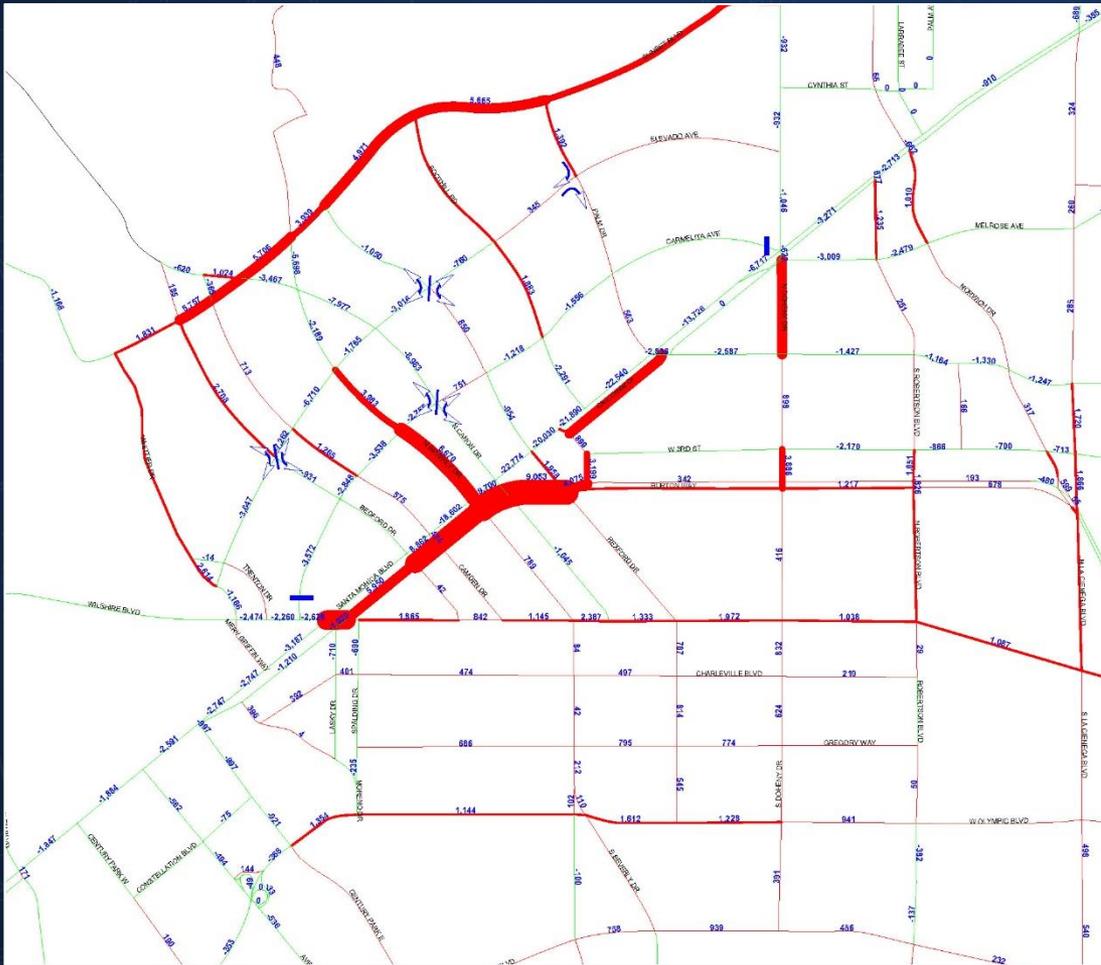


Three Lanes Open

Two Westbound Through Lanes, One Eastbound Lane

- Rationale = Transition at Moreno Drive facilitates eastbound traffic
- Left Turns Prohibited at some but not all cross streets
- Redirect eastbound traffic to South Santa Monica Boulevard
- Turn restrictions to prevent diversion to northern residential streets

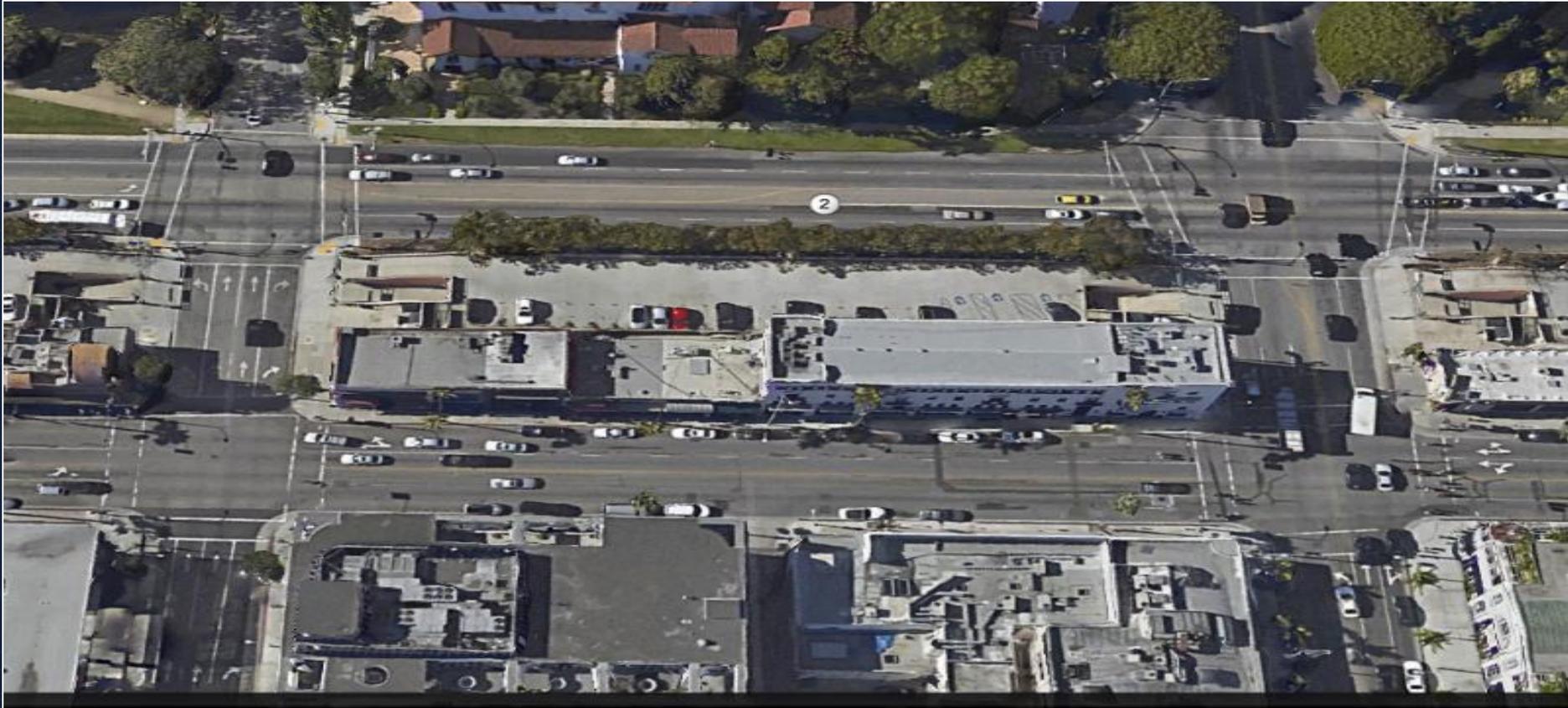
Two Lanes Open



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

Existing SSMB Lane Configurations

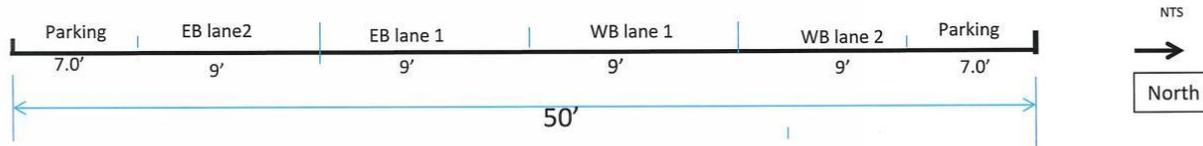


Existing Cross Section

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



South Santa Monica Blvd Options

Option A:

- Remove parking south side and restripe **during entire construction**
- Approximately 34 spaces remain on north side

Option B:

- Remove parking south side and restripe **only during period of heaviest construction**
- Increases South Santa Monica Boulevard capacity approximately 9-16%

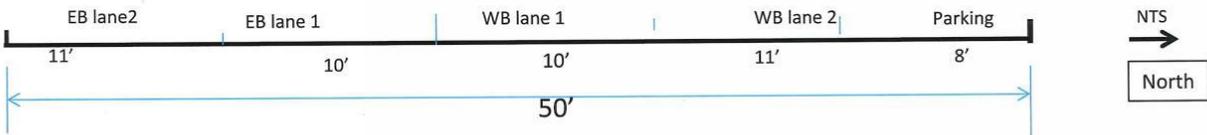
Options A or B

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.



Potential for 34 parking spaces
on north side

South Santa Monica Blvd Options (continued)

Option C:

- Remove parking on both sides and restripe with continuous two-way left turn lane
- Increases South Santa Monica Boulevard capacity approximately 20- 25% with two-way left turn lane and no parking activity

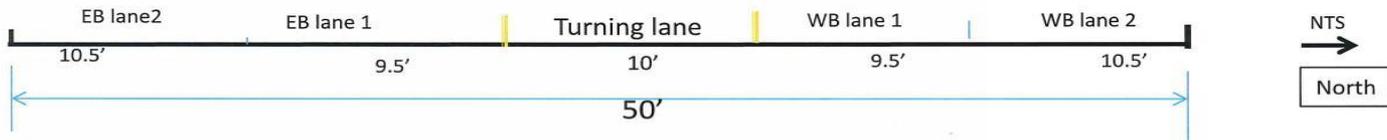
Option C

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

Option C :

Between Beverly Drive and Wilshire Bl.

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

South Santa Monica Blvd Options (continued)

Option D:

- Maintain left turn pockets with approximately 12 parking spaces on north side

Option E:

- Peak period parking restrictions
- Increases SSMB capacity approximately 6%

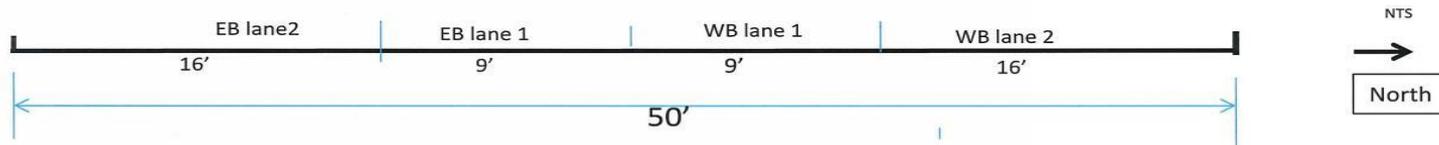


Option E

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

Between Beverly and Wilshire – typical block- Not at intersections

Option E

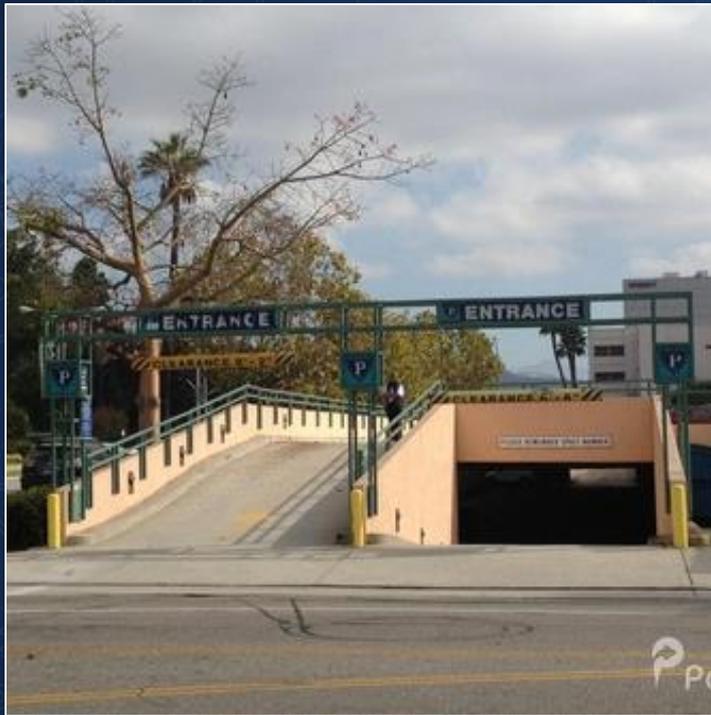


Potential hours: 7-10 AM, 4-7 PM

○ on-street parking spaces during peak hours

Mitigation for Parking Removal

PSOMAS



- 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

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 (by construction staging)
- Residential streets east of Rexford – can be closed but no more than two at once
- Red Flag Warning days additional access requirements

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 North Santa Monica Boulevard at beginning of each construction stage
 - * Can be all-day or peak periods
- Enhanced enforcement

Traffic Mitigation on Residential Streets

- Allowance in construction contract 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

Other Potential Mitigation Measures



- Turn restrictions on South Santa Monica Boulevard to prevent diversion to Moreno Drive
- Additional measures to prevent diversion to Charleville and Lasky
- Peak periods
- School hours

Traffic Mitigation Tool Box – Public Information on Construction Activities



Advance Warning Dynamic Message Signs

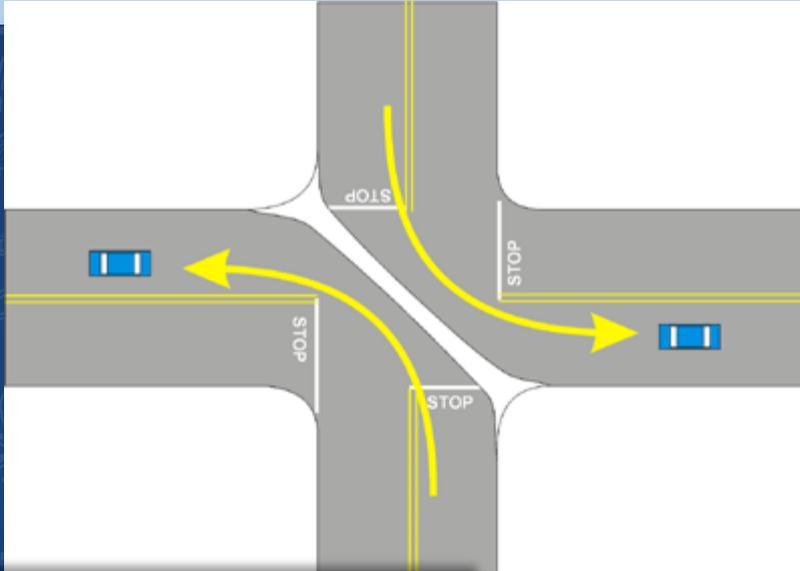
Construction Notices



Metro Purple Line Extension: Section 1 June 30, 2015
Geotechnical Exploration, Wilshire/La Cienega Area *West Segment*

SUMMARY	ESSENTIALS	WHAT TO EXPECT
<p>The Design-Builder will be conducting geotechnical exploration at Wilshire and Le Doux on Sunday, July 12th from 8am until 6pm.</p> <p>Work consists of geotechnical samples being extracted by use of a small drilling machine.</p> <p>This operation requires the following lane closures:</p> <ul style="list-style-type: none"> Eastbound Wilshire reduced to two lanes. Eastbound Wilshire left turn to northbound Le Doux restricted. 	<p>TIME: 8am to 6pm</p> <p>WHEN: Sunday, July 12, 2015</p> <p>WHERE: Wilshire/La Cienega Area</p> <p>WHAT: Geotechnical Exploration</p>	<ul style="list-style-type: none"> All work has received necessary permits and approvals. Access for pedestrians will 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/service/advancements or 323.GOMETRO.
<p>NOTEWORTHY</p> <p>Construction is a dynamic process and information is subject to change without notice. Work activity is subject to weather conditions.</p> <p>24/7 live project hotline: 213-922-6934</p>		<p>CONTACT US</p> <ul style="list-style-type: none"> 213.922.6934 800.252.9040 or California Relay 711 purplelineext@metro.net metro.net/purplelineext twitter.com/purplelineext facebook.com/purplelineext <p><small>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/service/advancements or 323.GOMETRO.</small></p> <p><small>Construction is a dynamic process and information is subject to change without notice. Work activity is subject to weather conditions.</small></p>

Traffic Mitigation Tool Box – Temporary Diverters and Speed Humps



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Traffic Mitigation Tool Box – Barricades to Restrict Traffic Movements



Traffic Mitigation Tool Box – Signs Posting Turn or Parking Restrictions



All Day or Peak Periods

Next Steps

Traffic and Parking Commission recommendations (October 2015)

City Council review of construction mitigation plan (November 2015)

Include construction mitigation measures in construction contract requirements as directed by City Council (November/December 2015)

Construction Contractor Award (Winter/Spring 2016)

- Contractor develops detailed staging plan and schedule
- Contractor to work with Staff and Traffic and Parking Commission on traffic mitigation implementation
- Adjust and refine mitigation measures through the construction phases

Recommendations

Traffic and Parking Commission Recommendations for the following:

- Public notification/outreach
- Neighborhood traffic mitigation toolbox
- Measures to maintain business triangle access on South Santa Monica Boulevard

