

City of Beverly Hills
North Santa Monica Blvd Reconstruction
Traffic & Parking Commission
July 09, 2015

Traffic Mitigation TPC Review

- March 5: Overview of City Council direction and selected lane closure scenario
- May 4: Review of contracting process/examples of base construction mitigation measures
- June 7: Review of project-specific construction mitigation measures
- July 9: Mitigation options by construction phase
- Post July 9: Refine measures, public outreach per City Council direction

Four Lanes Open

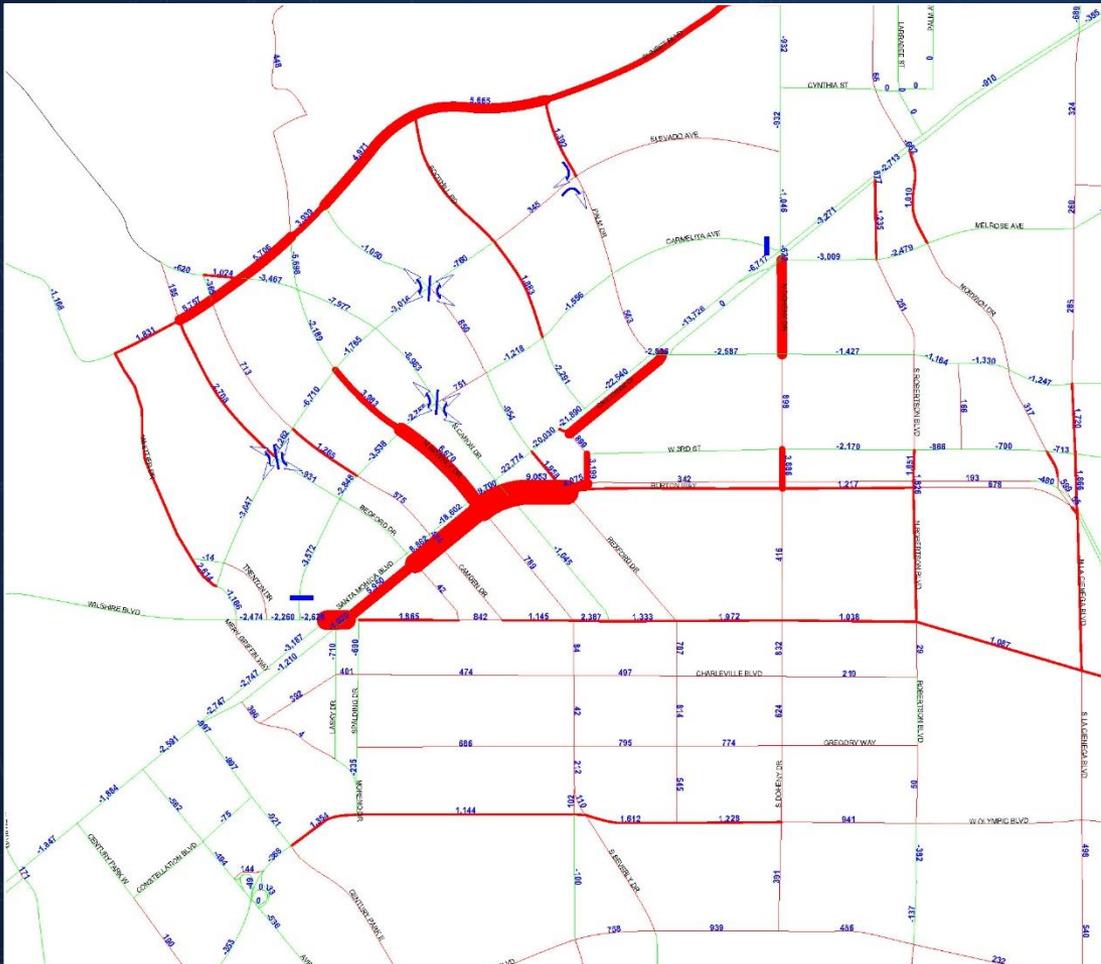
➤ Two Through Lanes in Each Direction

- 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)

Three Lanes Open

- Two Westbound Through Lanes, One Eastbound Lane
 - Rationale = Transition at Moreno Drive
 - 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

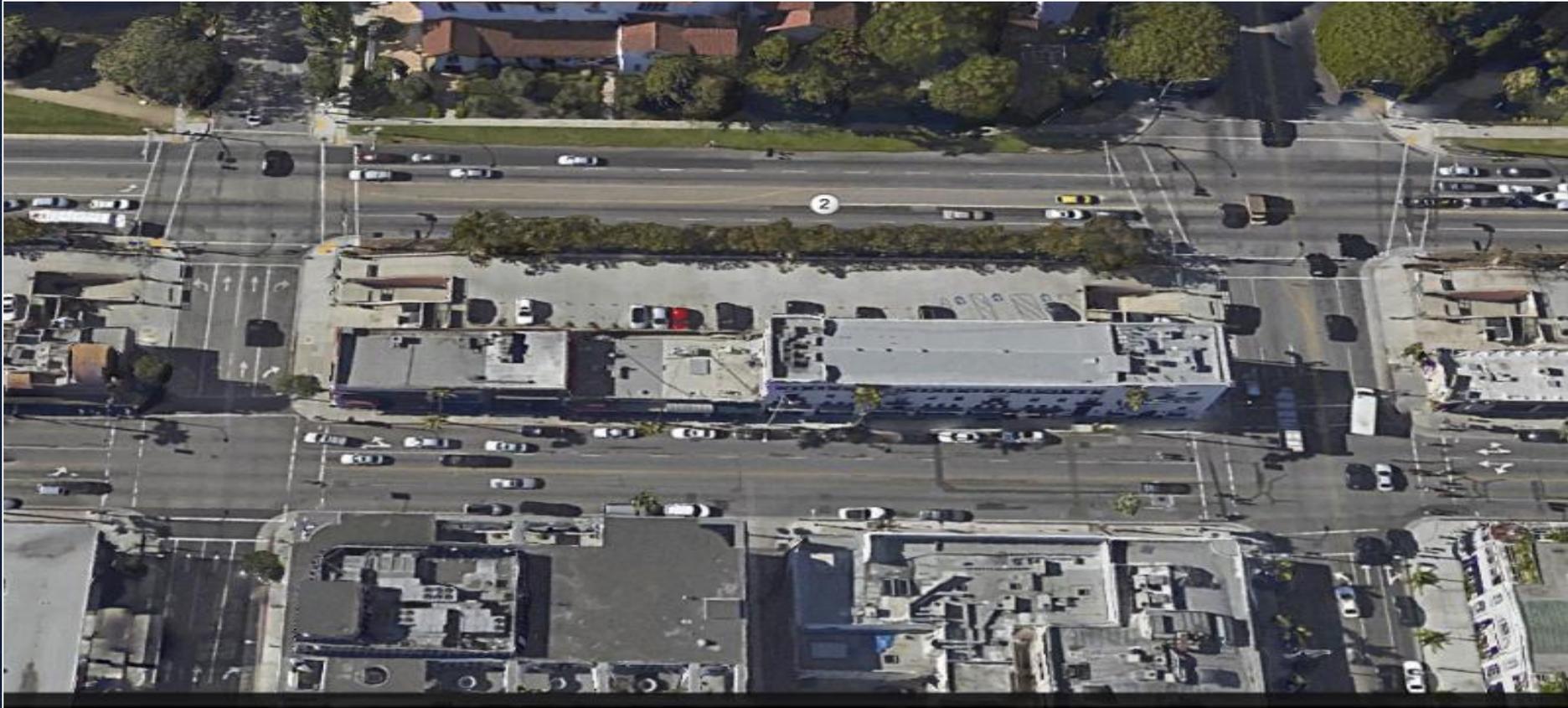
Two Lanes Open



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

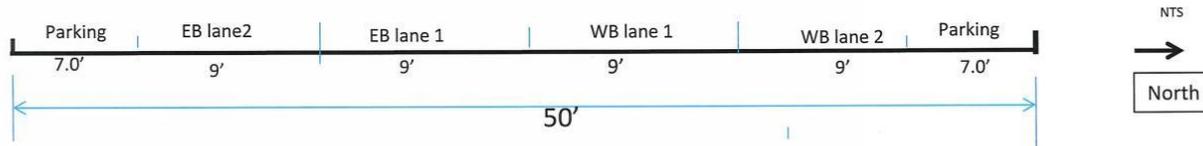


Existing Cross Section

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

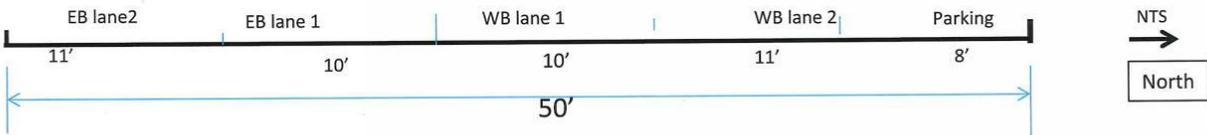
Options A or B

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.



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

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

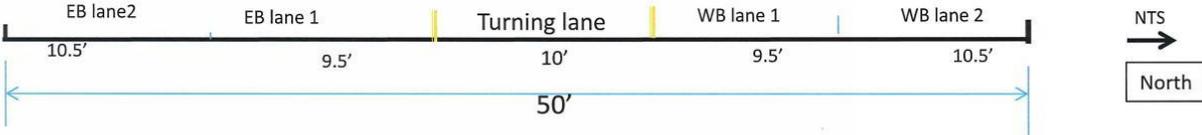
Option C

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

Center turn lane could be operated as third eastbound lane

South Santa Monica Blvd Options (continued)

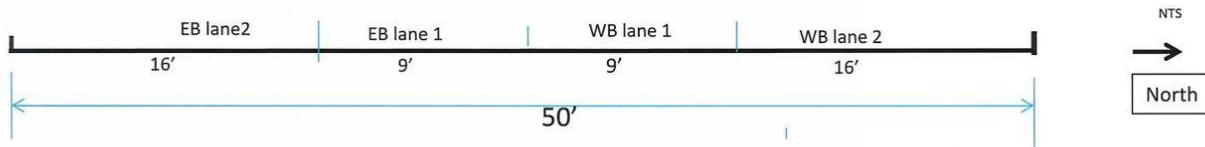
- Option D: Peak Period Parking Restrictions
- Increases SSMB Capacity approximately 6%

Option D

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

Between Beverly and Wilshire – typical block- Not at intersections

Option D

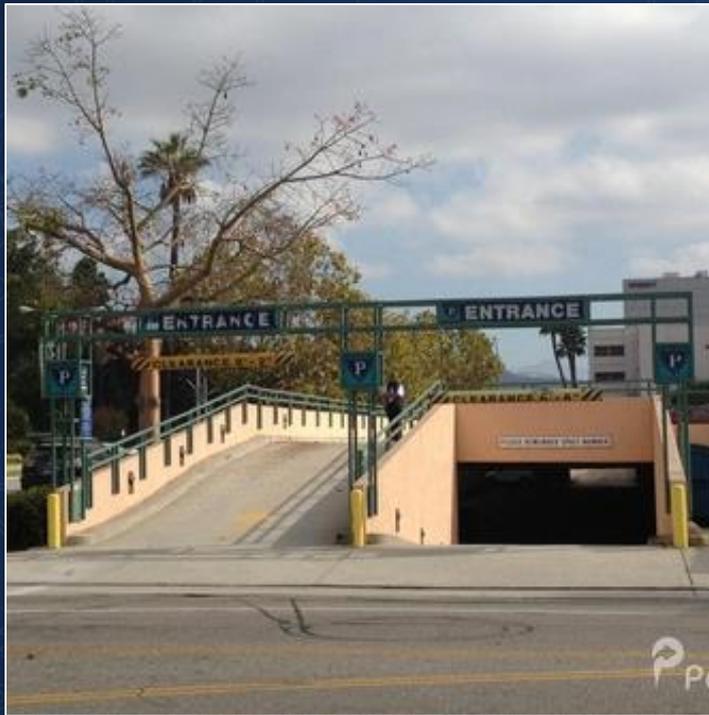


Peak period parking prohibitions.

Periods TBD depending construction phasing
Parking loss: undefined.

Mitigation for Parking Removal

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
- 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 NSMB at beginning of each construction stage
- Allowance in contractor's 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

Traffic Mitigation Tool Box – Public Information on Construction Activities



Advance Warning Dynamic Message Signs

Construction Notices

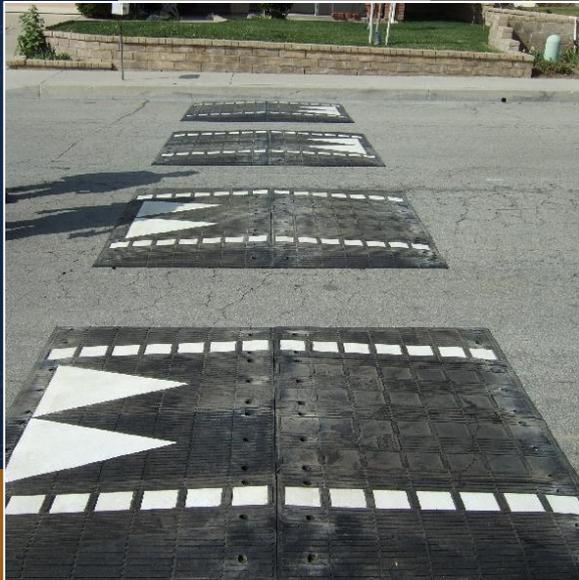
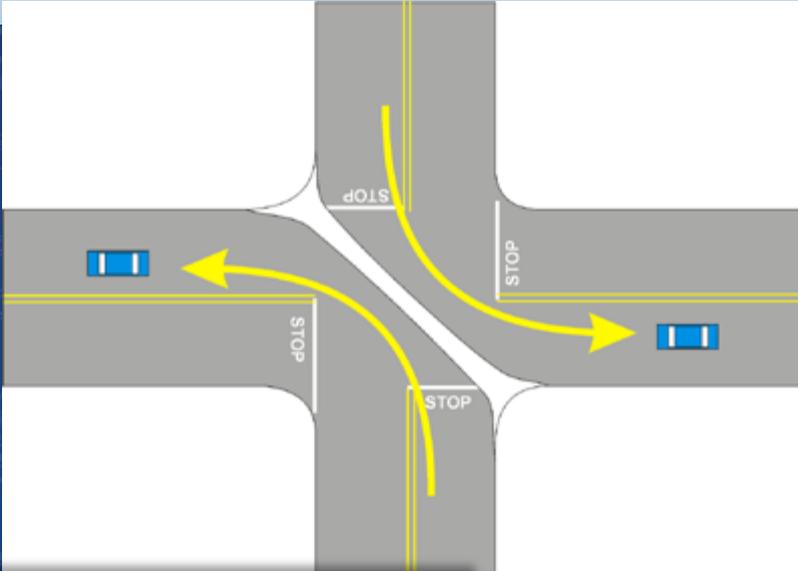


Metro Purple Line Extension: Section 1 June 30, 2015

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/extension/advances 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/extension/advances 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



Traffic Mitigation Tool Box – Signal System Adjustments



Additional traffic management staff

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

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

Next Steps

- Upon City Council concurrence:
 - Schedule public meetings related to SSMB and other mitigation measures
 - Continue to refine contractor requirements

