MOVING TOWARDS THE FUTURE

NORTH SANTA MONICA BOULEVARD RECONSTRUCTION PROJECT

AUGUST 31, 2016

AGENDA

- Project Team
- Project Background
- Project Improvements
- Proposed Construction Approach
- Traffic Impact and Mitigation
- Next Steps
- Questions/Comments

PROJECT TEAM

- **City of Beverly Hills**
  - Samer Elayyan, Project Manager
  - Mark Cuneo, City Engineer
  - Aaron Kunz, Deputy Director of Transportation
- **Contractor**
  - Griffith Company
- **Construction Manager**
  - BergCM, Tracey Kimnach
  - Michael Meyer, Transportation Consultant

PROJECT BACKGROUND

City Council

- Ongoing review and direction
- April 2014 – present: 8 meetings

Santa Monica Boulevard Blue Ribbon Committee

- 3 evening public outreach meetings and 2 mobile tours

Traffic & Parking Commission Special Meetings – Traffic Mitigation

- September 30, 2015 & October 1, 2015

Government Affairs Committee – South Santa Monica Boulevard Parking (Notices to South Santa Monica Blvd. Businesses)

- October, 15, 2015 & January 21, 2016

PROJECT IMPROVEMENTS

- Reconstruct deteriorating roadway
- Widen the south side between Canon Drive and Wilshire Blvd. by 2’-4”

PROJECT IMPROVEMENTS

- Replace Damaged and Missing Curb and Gutter
- Upgrade access ramps to ADA standards

PROJECT IMPROVEMENTS

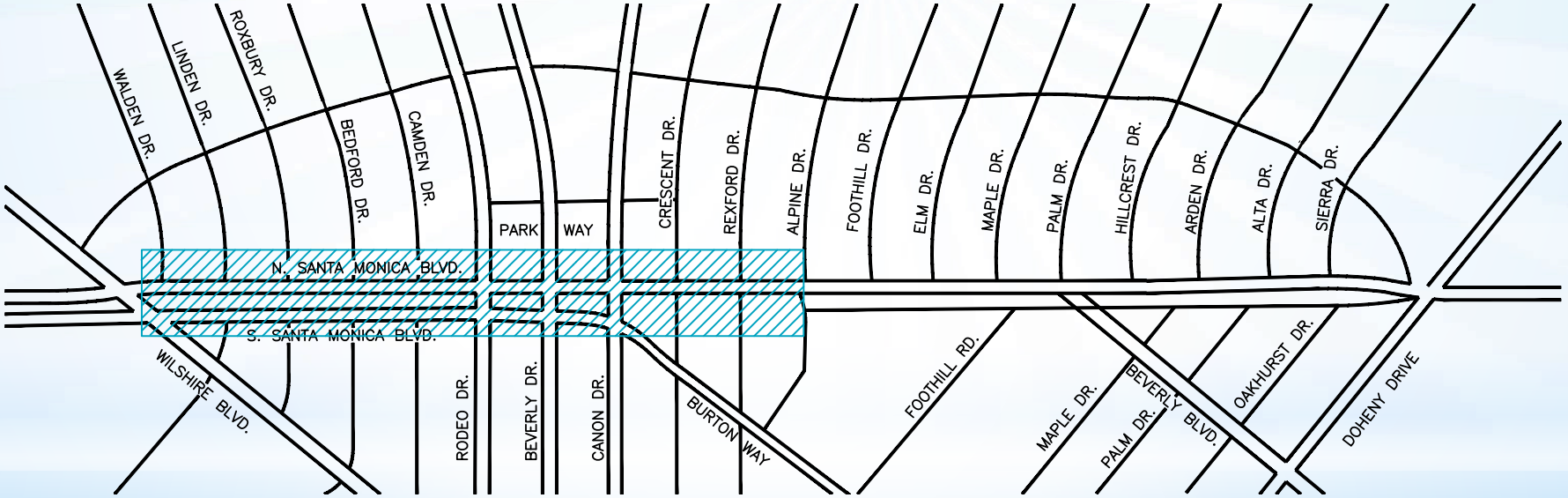
- Upgrade the old Storm Drain System
- Replace sidewalks

PROJECT IMPROVEMENTS

- New LED Street Lights
- Relocation and upgrade of traffic signals/fiber optics
- Installation of a Bio-Swale on the north side
- Landscaping on the south side

PROPOSED CONSTRUCTION PHASING

Two Segments:
West segment between Wilshire Blvd. and Alpine Dr.
East segment between Alpine Dr. and Doheny Dr.

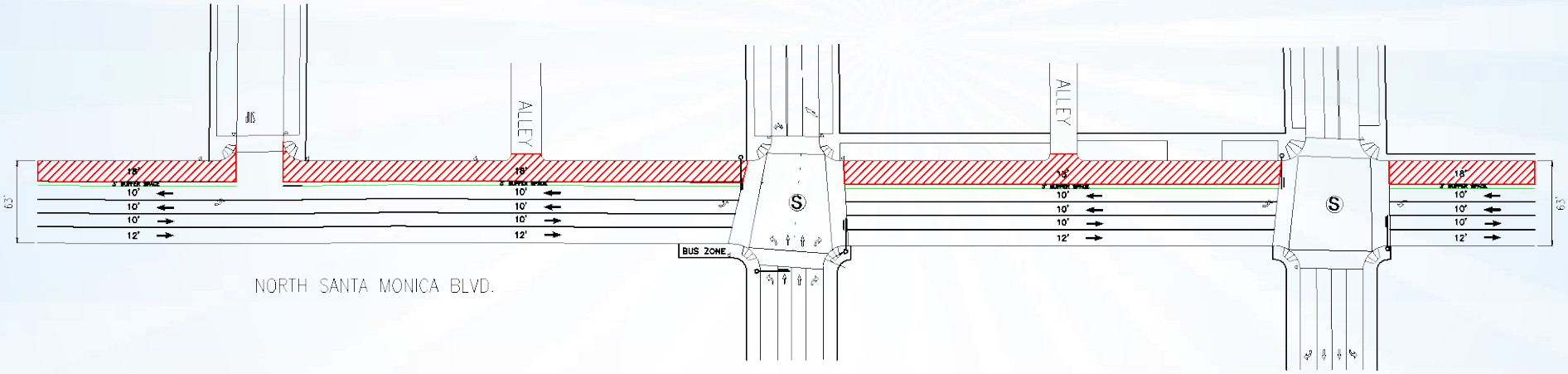


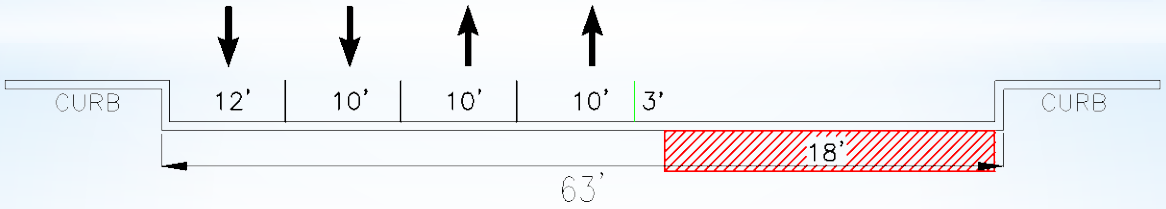
EAST SEGMENT

PHASE A

East Segment – Approx.74 Working Days

West Segment – Approx. 74 Working Days

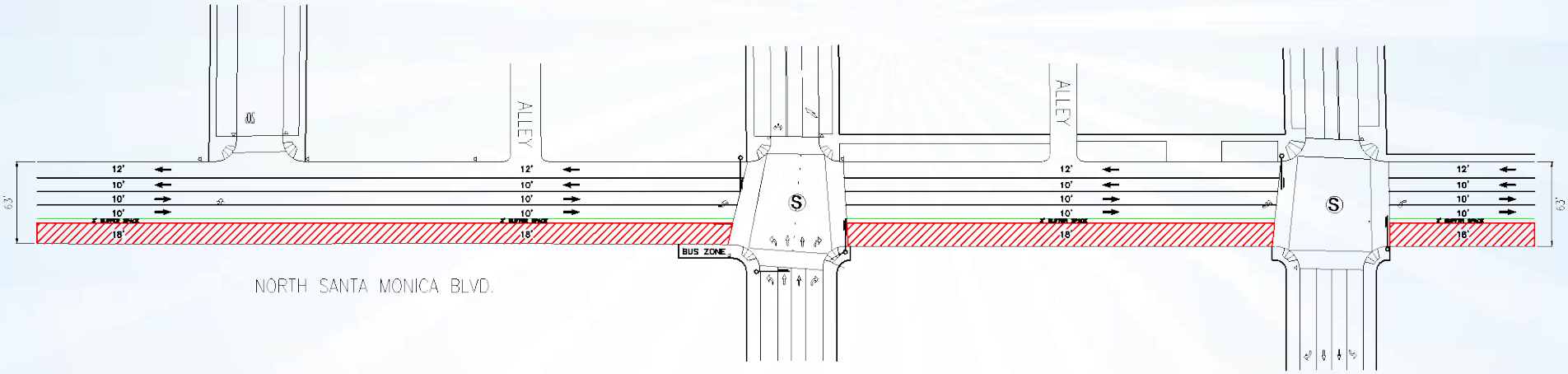


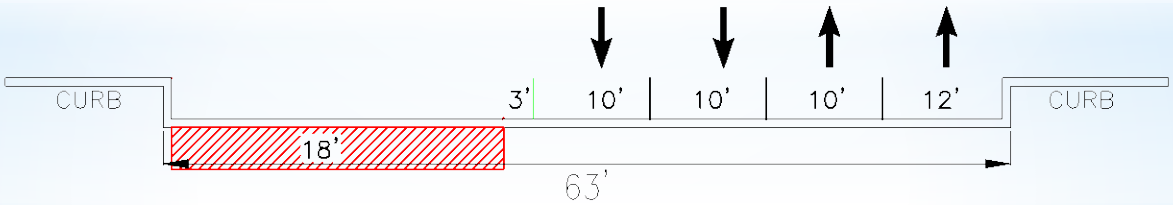


PHASE B

East Segment – Approx. 43 Working Days

West Segment – Approx. 48 Working Days

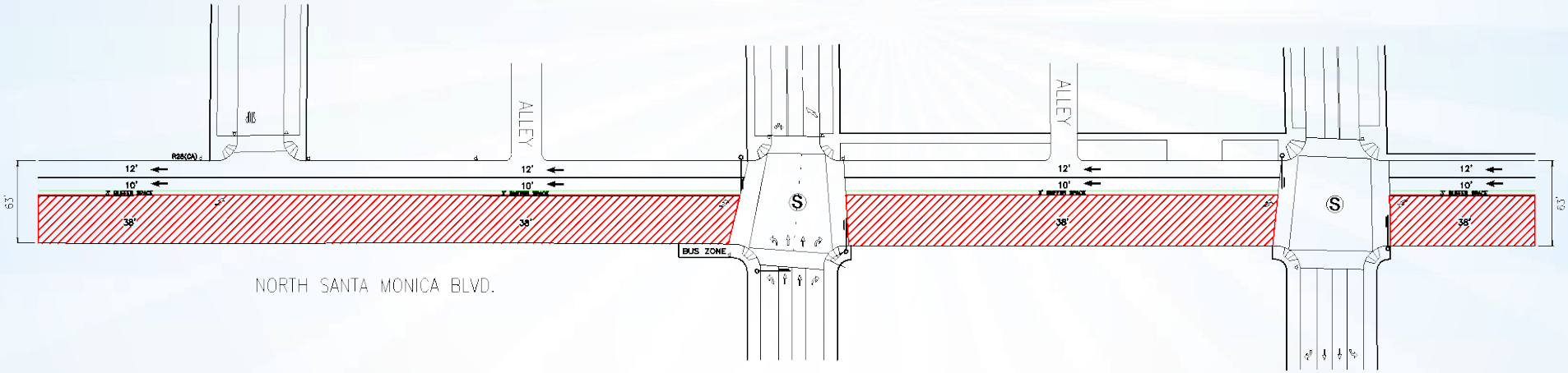


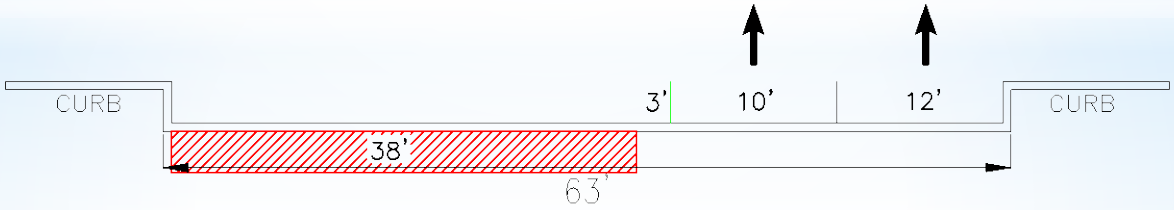


PHASE C

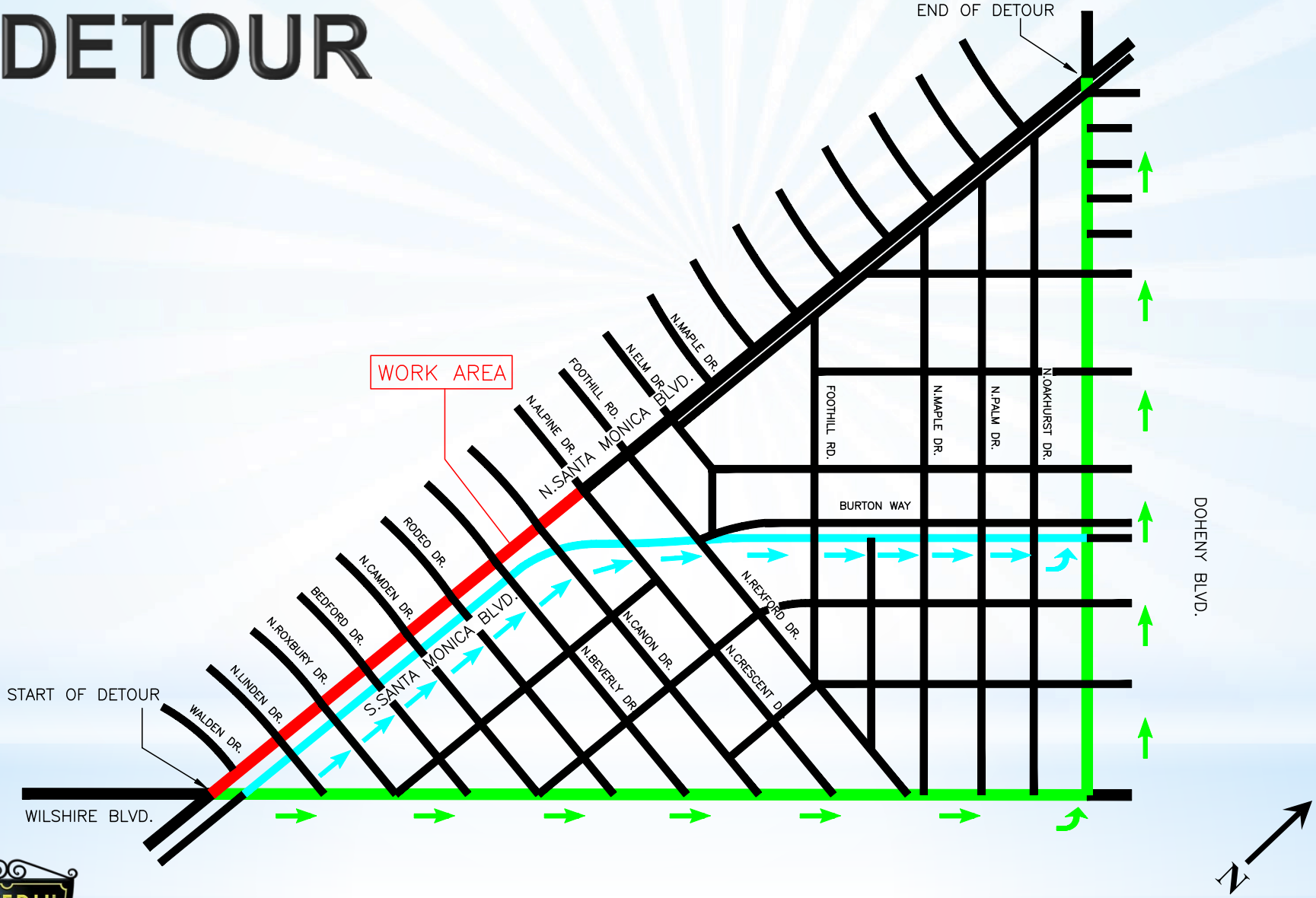
East Segment – Approx. 23 Working Days

West Segment – Approx. 23 Working Days





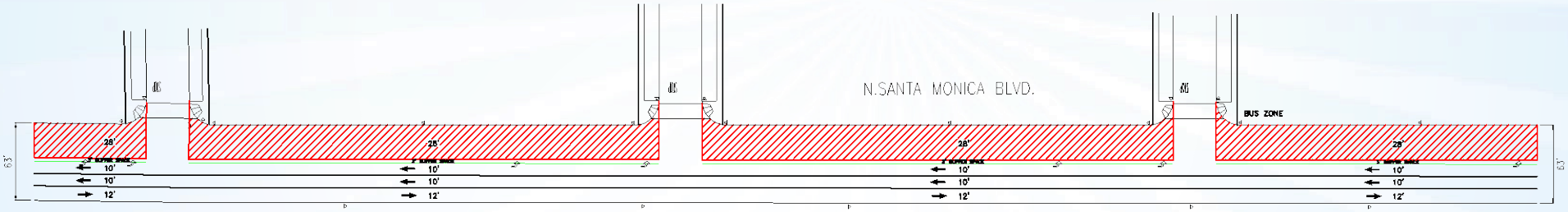
DETOUR

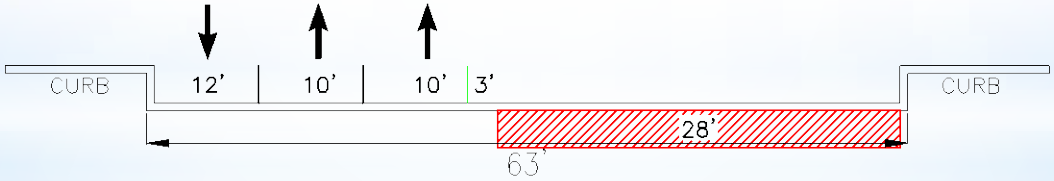

END OF DETOUR
WORK AREA
START OF DETOUR
WILSHIRE BLVD.
WALDEN DR.
N.LINDEN DR.
N.ROXBURY DR.
BEDFORD DR.
N.CAMDEN DR.
RODEO DR.
S.SANTA MONICA BLVD.
N.SANTA MONICA BLVD.
N.ALPINE DR.
FOOTHILL RD.
N.ELM DR.
N.MAPLE DR.
N.BEVERLY DR.
N.CANON DR.
N.CRESCENT D
N.REXFORD DR.
BURTON WAY
FOOTHILL RD.
N.MAPLE DR.
N.PALM DR.
N.OAKHURST DR.
DOHENY BLVD.
N

PHASE D

East Segment – 35 Working Days

West Segment – 39 Working Days



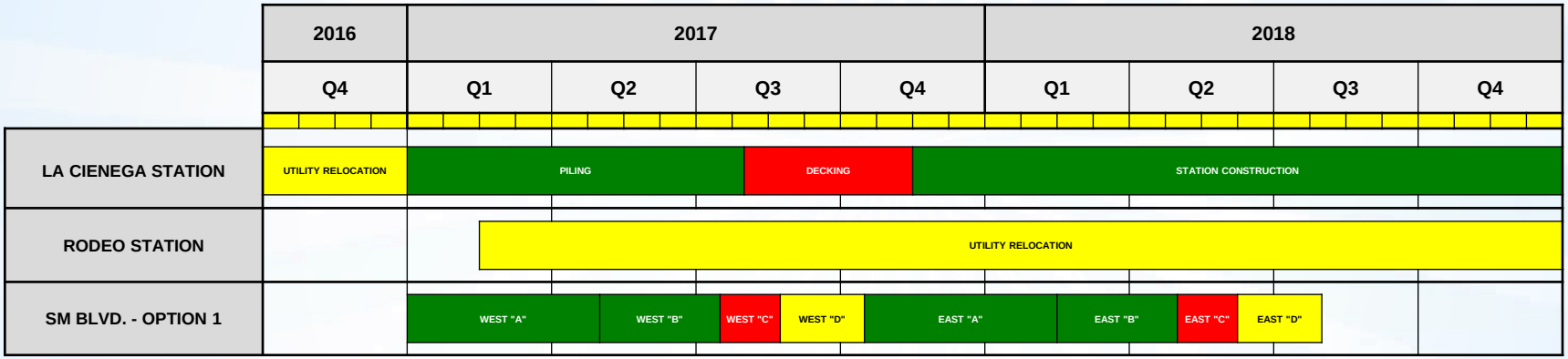


EAST V. WEST

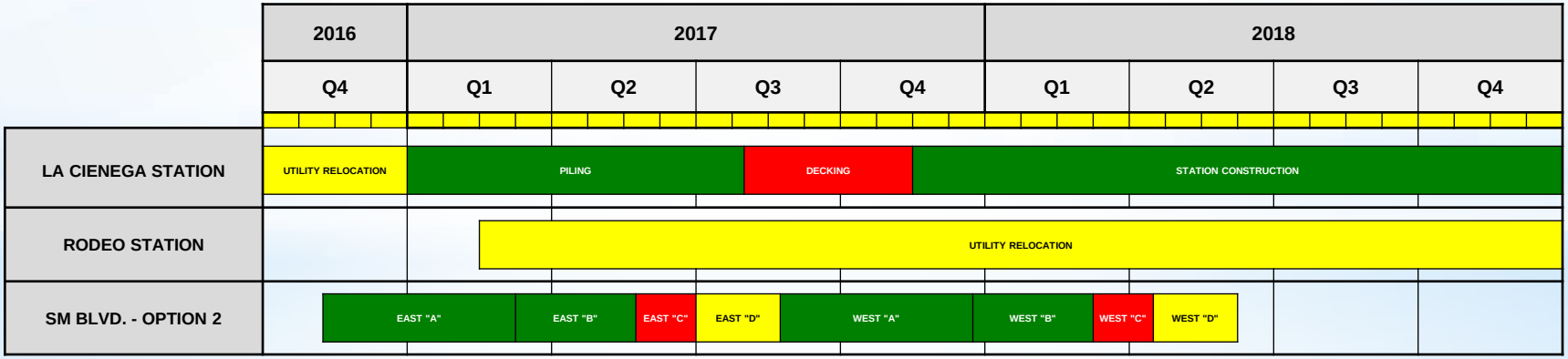
- Schedule Comparison
  - Holiday Season
  - Metro Construction
  - Start Date
  - Waldorf Astoria

SCHEDULE

OPTION 1 - West Segment Start



OPTION 2 - East Segment Start



TRAFFIC IMPACTS DURING CONSTRUCTION

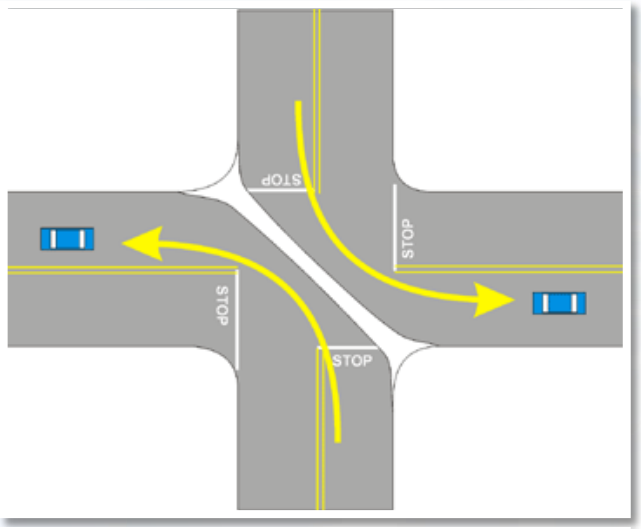
- During construction about 20-30% of existing NSMB traffic tries to shift north; 35-55% shifts south and 25-35% diverts outside of Beverly Hills
- Impact on congestion levels appears manageable during construction phases with 3 or 4 lanes; reducing to 2 lanes could have more impacts.
- During two-lane construction phase:
  - In western segment two lanes westbound and reconfiguring parking on South Santa Monica Boulevard will mitigate impacts on Business Triangle access
  - In Eastern segment, operating with one lane each direction and implementing neighborhood traffic mitigation will reduce residential street impacts

CONSTRUCTION MITIGATION

Traffic & Parking Commission recommendations

- Public Notification
- Neighborhood Traffic Control Options
- South Santa Monica Blvd Parking Strategies and access to Business Triangle

TRAFFIC MITIGATION TOOLBOX



ALTERNATE ROUTES

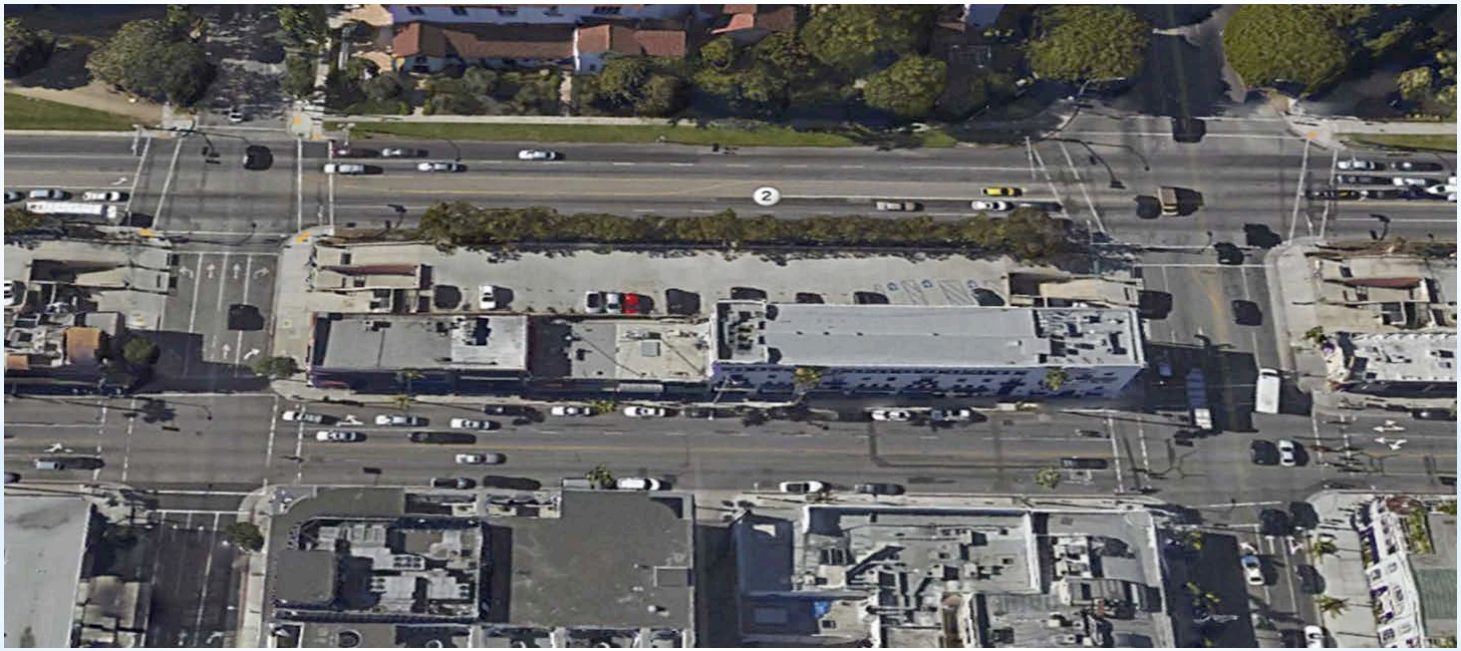
ALTERNATE ROUTES

BUSINESS ACCESS MITIGATION

- No major construction during holiday season
- Coordinate construction to accommodate special events
- Maintain north/south access to the Business Triangle

SOUTH SANTA MONICA BOULEVARD

- Maintain Access to Business Triangle
- Accommodate Some Traffic Detoured from NSMB
- Provide Adequate Parking for Businesses
- City Council Called for Public Review of Options



SOUTH SANTA MONICA BLVD OPTIONS

Option	Description	Capacity	Number Pkg Spaces	Duration
Existing	Two Lanes + parking each direction		13 south side 26 north side 39 total	
A	No Parking South Side	Increase SSMB capacity approx. 9-16%	0 south side 34 north side	Entire Construction Period
B	No Parking South Side	Increase SSMB capacity approx. 9-16%	0 south side 34 north side	Heavy Construction Adjacent to Triangle

SOUTH SANTA MONICA BLVD OPTIONS

Option	Description	Capacity	Number Pkg Spaces	Duration
C	No Parking; Center Turn Lane	Increase SSMB capacity approx. 20-25%	0 parking both sides	Entire Construction Period
D	Limited North Side Parking; Left Turn Pockets	Increase SSMB capacity approx. 9-16%	0 south side 12 north side	Entire Construction Period
E	Peak Period Parking Restrictions	Increase SSMB capacity approx. 6%	0 parking peak hours	Entire Construction Period

STAY INFORMED

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E-noticing

Construction Updates

WE VALUE YOUR FEEDBACK

SMBLVD@beverlyhills.org

Public Comment Cards

Community Meetings

NEXT STEPS

Ongoing Community Outreach

Traffic and Parking Commission

September 1, 2016

Public Works Commission

September 8, 2016

City Council Study Session

September 20, 2016

ITEMS FOR PUBLIC INPUT

- East v. West
- South Santa Monica Blvd.
- Tool Box – Neighborhood Traffic Mitigation

WE WELCOME YOUR

QUESTIONS

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