



## STAFF REPORT

**Meeting Date:** September 21, 2010  
**Item Number:**  
**To:** Honorable Mayor & City Council  
**From:** Aaron Kunz, Deputy Director of Transportation *AK*  
**Subject:** Santa Monica Boulevard Reconstruction Project  
**Attachments** None

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### INTRODUCTION

This report outlines staff's proposal to initiate the planning/public outreach process for the Santa Monica Boulevard Reconstruction project. The project does not include widening the roadway, and all improvements to the roadway will be constrained by the existing curb face. Staff seeks City Council direction and comments on the overall approach to the public outreach/planning process.

### DISCUSSION

In 2005, the State of California relinquished ownership of North Santa Monica Boulevard within the City of Beverly Hills. As part of this agreement, the State provided the City \$4.3 million for improvements to the roadway. However, the pavement quality and drainage system along with other physical elements have deteriorated to the extent that the Boulevard requires significant repair. Staff preliminary estimates the project cost could exceed \$12 million.

Staff recommends that the City proceed with planning/public outreach process for the Santa Monica Boulevard project with the goal that construction can commence by mid-2013 if schedules outlined below are met and funding is available. Staff proposes the following four phased approach:

#### Phase 1: Topography and Utilities Survey (January – June 2011)

As the project requires substantial reconstruction, including removal of existing pavement and concrete, a Topography and Utilities survey will be required to identify all existing underlying infrastructure (e.g., franchised utilities, city and county-owned storm drains, sewers, city-owned waterline) and accurate establishment of the centerline and right-of-way of Santa Monica Boulevard North. This Survey will take approximately 6 months to complete at a cost not expected to exceed \$200,000. This Survey is required for both the effective development of Conceptual Plans and the preparation of detailed

plans, specifications and construction cost estimates. The City's Engineering Division plans to forward a recommendation to the City Council (prior to the end of 2010) for approval of an agreement with a civil engineering company to prepare this survey.

### **Phase 2: Conceptual Design Development (July 2011 – July 2012)**

Staff plans to recommend that the City retain consultant team to develop the conceptual design program. The scope of work will include consideration of:

❖ **Bicycle Lanes**

The existing curb face would allow a traditional bicycle lane in one direction. (One concept is to have an eastbound bicycle lane on North Santa Monica Boulevard and a companion westbound lane on Carmelita Avenue).

❖ **Landscaping**

Alternatives include extension of the contemplated "gateway" treatments, landscaped medians in select areas, and other select areas particularly south of the Boulevard.

❖ **Transit Amenities**

Alternatives include bus benches, shelters and other bus stop amenities at the two bus stops along Santa Monica Boulevard (at Wilshire Boulevard and Canon/Crescent Drives).

❖ **Street Lighting**

Alternatives will be evaluated that are consistent with the City's Street Light Replacement Program

❖ **Signage**

Alternatives include advance street signs, intersection signage, and placement of banners.

### ***Public Outreach***

At the mid-point of the Phase 2, the consultant team would develop cost estimates for the various alternatives for presentation to the City Council. At that time, staff would seek direction from the City Council on the scope and budget of the project and propose a public outreach process to facilitate City Council selection of a conceptual design. Public outreach would be facilitated by staff with assistance by the consultant team and would be coordinated with the City's Commissions.

### **Phase 3: Project Design (August 2012 – April 2013)**

Once the City Council selects a conceptual design, the City's Engineering division will administer the agreement to prepare Plans, Specifications and Estimates (PS&E) and construction bid documents. These will include replacement of pavement, storm drains, utilities & infrastructure. During this time, a construction mitigation plan will also be developed that will include measures to keep at least two lanes in each direction at most times during the construction project. Design will take approximately 9 months.

**Phase 4: Construction (Start date to be determined based on funding availability and City activities)**

Construction is anticipated to be conducted in two or three phases over approximately 1 & 1/2 years depending on scope of project and construction mitigation plans. Under the plan proposed in this report, construction could begin in mid-2013, pending funding availability.

***Signal Synchronization***

The City received a grant from the Metropolitan Transportation Authority (Metro) to upgrade the ten traffic signals along Santa Monica Boulevard. The total estimated project cost is \$1.87 million with the City's share \$560,000 (30%). Similar to traffic signal synchronization projects on Olympic, Wilshire and Sunset Boulevards and the business triangle, this project will upgrade signal equipment and provide the ability to control and program the signals from the City's signal system network. (Presently, these signals are not part of the city's network and they work as fixed time). In addition to updating the antiquated signals along North Santa Monica Boulevard, the improvements will include new signal poles, new controllers, conduits, wiring and signal inter-connection. The updated system will provide improved traffic flow, emergency vehicle pre-emption devices, transit priority, CCTV cameras and other smart signal features.

The Signal Synchronization project is currently under design. As no significant change in the current roadway configuration is planned, the signal synchronization project can proceed prior to the overall reconstruction project. In addition to ensuring the City may take full opportunity of the Metro grant, the updated signal system will provide technology and the City's ability to program signals for more effective construction mitigation. Similarly, the City upgraded the signal system within the business triangle prior to the urban design project and later relocated the signal poles. To meet conditions of the Metro grant, staff plans to forward a recommendation to the City Council to award an agreement to proceed with the project by early 2011 and complete the project by the end of 2011.

**FISCAL IMPACT**

The City received \$4.3 million as part of the relinquishment from the state towards Santa Monica Boulevard improvements. Additionally, in July 2010, the Metro Board approved the City's request to put \$625,000 of Proposition "C" Local Return funds in a "capital reserve" account for the Santa Monica Boulevard project.

Staff will evaluate available funding for the Santa Monica Boulevard reconstruction process as part of the FY 2011-12 budget process and will pursue other grant opportunities. As the project does not include significant capacity enhancements, traditional transportation grant funds will probably not be available for the improvement project. Staff envisions that \$4 million of general fund contribution would need to be set aside in the Capital Improvement Program for 2011-12 and an additional \$4 million in 2012-13.

**RECOMMENDATION**

Staff recommends proceeding with planning process as outlined in this report.

  
David Gustavson

Approved By