



AGENDA REPORT

Meeting Date: November 17, 2015
Item Number: F-1
To: Honorable Mayor & City Council
From: Aaron Kunz, Deputy Director of Transportation
Mark Cuneo, City Engineer
Subject: NORTH SANTA MONICA BOULEVARD RECONSTRUCTION
PROJECT TRAFFIC MITIGATION
Attachments: None

RECOMMENDATION

This report provides an update regarding the Traffic & Parking Commission's review of potential traffic mitigation measures for the North Santa Monica Boulevard Reconstruction project and recommended next steps. If the City Council concurs with the measures included in this report, they will be included in the scope of the project when the bids are released. Once a contractor is selected, details of specific mitigation measures will be coordinated prior to construction.

INTRODUCTION

As directed by City Council, staff is working with the Traffic & Parking Commission to develop traffic mitigation measures to minimize intrusion into residential areas and maintain access to the City's business community to the extent possible. Traffic mitigation measures fall into three primary categories: 1) public notification/outreach 2) parking strategies to maintain business triangle access on South Santa Monica Boulevard and 3) neighborhood traffic mitigation toolbox.

DISCUSSION

The Traffic & Parking Commission held two special public outreach meetings on September 30, 2015 and October 1, 2015. Notices were sent to all residences, property owners and businesses citywide. Approximately 20 community members attended the September 30 meeting and 25 attended the October 1 meeting. Additionally, South Santa Monica Boulevard parking options were presented at the October 15, 2015 Chamber of Commerce Government Affairs Committee meeting with 15 attendees. The

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Santa Monica Boulevard Ad-Hoc Committee (Councilmembers Brien and Krasne) reviewed the Traffic & Parking Commission recommendations on November 4, 2015.

To prepare for the special meetings, the following presentations/discussions occurred with the Traffic & Parking Commission:

On March 5, 2015, the Psomas team, including their traffic sub-consultant, Iteris, provided an overview of the City Council-selected traffic handling plan (e.g., allowable lane closures) that balances expediting construction and maintaining traffic flow on the boulevard to the extent possible.

On May 4, 2015, the Psomas team presented an overview of the typical traffic mitigation items that are included in roadway construction projects. The overview included items typically included in the construction bidding contract and the construction manager (hired separately from the contractor) as described below:

- Contractor:
 - Traffic Handling Plan
 - Typical Work Hours
 - Holiday and non-work day restrictions
 - Employee parking plan/restrictions
 - Signage
 - Requirements for submittal of traffic control plans

- Construction Manager (hired separately from contractor):
 - Public Outreach Manager
 - Staffing for project phone line
 - Neighborhood/community meetings
 - Public information program

On June 4, 2015 and July 9, 2015, subsequent presentations were provided to discuss options for improving traffic flow, reducing delay and introduction of a toolbox of options for minimizing impacts to residential neighborhoods. Of particular interest to the Commission was consideration of eliminating all or part of the parking on South Santa Monica Boulevard between Wilshire Boulevard and Canon Drive during the phase of the project when less than four lanes (two lanes in each direction) are available on North Santa Monica.

On July 21, 2015, the City Council reviewed the Santa Monica Boulevard Reconstruction project at the 50% design drawing phase, including the process for developing a traffic mitigation plan. The City Council concurred with the Traffic & Parking Commission holding public outreach meetings and that options to remove parking on South Santa Monica Boulevard during construction should be evaluated.

Below is a summary of the Traffic & Parking Commission recommendations:

Public Notification/Outreach

Public information programs presented by the Psomas team at the public outreach meetings include:

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- 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/Traffic & Parking Commission meetings

The Traffic & Parking Commission provided the following public information/outreach program suggestions:

- Social media (mainstream)
- Nixle
- Signage (fixed and dynamic)
- Tags on Waze, Inrix, MapQuest, etc.
- Mainstream news (“traffic and weather” segments)
- Local papers (articles/ads) in West Hollywood, Century City, etc.
- Light pole banners
- Beverly Hills Farmers’ Market
- Recorded messages
- Dedicated web site
- Banner/flag on Beverly Hills website
- Real-time traffic mini-window (e.g. Inrix) on Beverly Hills website
- Upcoming events/closures/lane restrictions forecast
- Consultant on mass communications

With City Council concurrence, staff will include these measures in the construction manager scope of work.

Parking Strategies to Maintain Business Triangle Access on South Santa Monica Boulevard (SSMB)

The following options were presented at the Traffic & Parking Commission public outreach meetings and the Chamber of Commerce Government Affairs Committee meeting:

Option	Description	Capacity	Number of Parking Spaces	Duration
Existing	Two Lanes + parking each direction		13 south side <u>26 north side</u> 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

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. 6%	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

The Traffic & Parking Commission voted unanimously (4-0) to recommend Option C to provide the most capacity possible on South Santa Monica Boulevard during construction (Vice-Chair J. Manaster was absent). The Commission emphasized the need to provide replacement parking (e.g., on Santa Monica 5 parking structures through restriping and/or valet assist). As South Santa Monica Boulevard merchants did not speak at the two Traffic & Parking Commission meetings, staff provided a presentation at the October 15, 2015 Government Affairs Committee meeting. Notices were mailed to property owners in the area and hand delivered to merchants. At the Government Affairs meeting, two property owners and one South Santa Monica Boulevard merchant expressed the need to maintain parking on South Santa Monica Boulevard and stated that the only “acceptable” option presented was Option E.

The Ad-Hoc Committee agreed that additional outreach was needed to the entire business triangle regarding Option C, emphasizing additional parking during construction and that meters should be “bagged” to emphasize that the removal of parking would be temporary. The Ad-Hoc Committee also requested an evaluation of changes to crosswalks to facilitate right turns and signal timing changes on Crescent Drive to facilitate movement into the business triangle. Commercial loading will be addressed as well.

Due to the holiday shopping season, staff recommends conducting additional public outreach meetings in January with the business community and returning to City Council for a final decision. With City Council concurrence, staff recommends including in the contract an allowance for restriping South Santa Monica Boulevard and valet operations at the five parking structures that could be removed if the City Council decides that no changes should occur.

Neighborhood Traffic Mitigation Toolbox

For traffic mitigation in residential streets, a traffic mitigation “toolbox” is proposed. A “toolbox” approach is designed to be flexible for different stages of construction, changes in traffic patterns and community input. These include:

- Turn prohibition and diverters to prevent cut through traffic (east end of Carmelita, west end of Elevado are likely candidates)
- Turn restriction off of North Santa Monica Boulevard at the beginning of each construction stage (all-day or peak period)

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- Turn restrictions on South Santa Monica Boulevard to prevent diversion to Moreno Drive and measures to prevent diversion to Charleville and Lasky
- Enhanced enforcement and traffic control.

To implement the toolbox, an allowance would be included in the construction contract for a number of intersections that may require barricades, diverters, traffic control, etc. The contractor would be required to prepare detailed traffic management plans by phase and retain flexibility to respond to traffic conditions. The Traffic & Parking Commission would hold public meetings prior to the contractor's implementation of toolbox measures. Upon implementation, the Traffic & Parking Commission may hold additional public meetings to review and recommend possible changes.

Other traffic mitigation measures to include in the contractor's requirements include:

- Prohibiting some left-turns on North Santa Monica Boulevard during times when only three lanes are open
- Keep all business triangle cross streets open to at least half-street width
- Maintain some left turn access to business triangle
- Close no more than two consecutive residential streets east of Rexford at one time

With City Council concurrence, staff will include provisions in the contractor's scope of work.

FISCAL IMPACT

Funding for both phases of the project is available in CIP# 889. A cost estimate was prepared based on the preliminary design cost estimate (reviewed by City Council at the December 2, 2014 Study Session). The cost estimate was revised upward by \$1.9 million per City Council direction on July 21, 2015 to include widening of the boulevard to the south of the roadway between Canon Drive and Wilshire Boulevard and swales. The traffic mitigation measures discussed are part of the overall mitigation program included in the original cost estimate. The current construction cost estimates follows:

Doheny to Wilshire:	\$29.1
Wilshire to Moreno:	<u>\$ 5.2</u>
Total cost estimate:	\$34.3 million

David Lightner
Director of Capital Assets

Approved By



Susan Healy Keene, AICP
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