



AGENDA REPORT

Meeting Date: December 15, 2015
Item Number: F-2
To: Honorable Mayor & City Council
From: Mark Cuneo, City Engineer
Aaron Kunz, Deputy Director of Transportation

Subject: WORK HOURS AND DETOUR ROUTES TO BE INCORPORATED IN THE MEMORANDUM OF AGREEMENT FOR ACTIVITIES REQUIRING THE CLOSURE OF WILSHIRE BOULEVARD ASSOCIATED WITH THE CONSTRUCTION OF THE LA CIENEGA STATION OF THE WESTSIDE SUBWAY EXTENSION

Attachments:

1. Wilshire-La Cienega Station Detour Traffic Analysis - Iteris
2. Potential Trip Diversion Routes
3. Potential Traffic Mitigation Measures

RECOMMENDATION

Staff is requesting that the City Council provide policy direction on the option for closing Wilshire Boulevard for piling (across the roadway) and roadway decking; more specifically whether staff should incorporate a continuous six week closure or 17 consecutive weekend closure in the Memorandum of Agreement (MOA) between the City of Beverly Hills and the Los Angeles County Metropolitan Transportation Authority (Metro) for the construction of the La Cienega Subway Station.

INTRODUCTION

At the City Council meeting on April 21, 2015, staff requested policy direction from the City Council to establish allowable work hours for pile installation and roadway decking as these construction activities have a substantial impact on the right of way. Based on community input, staff recommended work hours to complete these activities expeditiously. Work hours for pile installation along Wilshire from 7AM to 8PM were generally accepted by City Council to reduce the duration of this phase of construction.

The pile installation across Wilshire Boulevard and installation of roadway decking requires a full closure of Wilshire Boulevard either continuously for six weeks or on 17 consecutive weekends. City Council requested additional information on anticipated traffic impacts, potential traffic mitigation measures and detour routes during a full closure of Wilshire Boulevard. City Council expressed that a financial disincentive for extending the closure period should be incorporated into the agreement to minimize the period for a full closure of Wilshire Boulevard. The City Council also requested evaluation of whether the six week timeframe could be reduced if other construction provisions were implemented. Staff pursued this issue with Metro but it does not appear feasible to shorten the closure duration.

Staff continues to negotiate the remaining terms of the MOA with Metro and will provide recommendations for those remaining terms for Council's consideration at a subsequent meeting. The MOA is intended to establish a comprehensive set of conditions and mitigation measures to minimize, to the extent feasible, impacts and inconveniences to the adjacent residents and businesses.

This report focuses on the two phases of construction, piling (across Wilshire) and decking that require the full closure of Wilshire Boulevard in both directions between San Vicente Boulevard and La Cienega Boulevard anticipated for construction during 2017-18.

DISCUSSION

Construction of the La Cienega Station beneath Wilshire Boulevard is a complex undertaking that will require various construction activities above, below and adjacent to the roadway. Metro is requesting an exemption from the standard construction work hours (8AM – 6PM, Monday - Friday) allowed per the Municipal Code in order to construct the La Cienega Station.

This report focuses on the two phases of construction that require the full closure of Wilshire Boulevard in both directions between San Vicente Boulevard and La Cienega Boulevard anticipated for construction during 2017-18.

Wilshire Boulevard Closure Options

The installation of drilled piles across Wilshire Boulevard along the ends of the station (at La Cienega Boulevard and Tower Drive) and the installation of roadway decking will require a full closure of Wilshire Boulevard. The two options for work hours and days follow:

- Option 1: Close Wilshire Boulevard for six (6) consecutive weeks, including weekdays and weekends. Work hours would be 24 hours a day.
- Option 2: Close Wilshire Boulevard for seventeen (17) consecutive weekends with 24 hour work schedule, starting at 8:00 pm Friday night and reopen Wilshire Boulevard before 7:00 a.m. Monday morning.

The City Council previously expressed an interest in Option 1 to reduce the overall project schedule. This option has received the most support from the community at outreach meetings to date. Metro has also agreed to provide extraordinary sound mitigation measures, including construction of sound walls across the residential streets, to protect nearby residents and businesses if Option 1 is chosen. Public Safety has

indicated that accommodations can be made for both options to minimize impacts to service.

Traffic Study

Based on the Council's direction, Iteris prepared a traffic study to evaluate the potential traffic impacts associated with a closure of Wilshire Boulevard. The traffic study (Attachment 1) was prepared to model the traffic impact of a full closure of Wilshire Boulevard in order to develop preferred detour routes and potential traffic mitigation measures required to maintain the flow of traffic and to minimize impacts on the adjacent community.

For the study, existing peak period traffic count data was collected in August, September, and October 2015, as well as obtained from the City of Beverly Hills and City of Los Angeles. Traffic count data for both weekday and Saturday conditions are used in the analysis to assess the impact closure options. Similar to the analysis prepared for the Santa Monica Boulevard Reconstruction project, traffic volume forecasts were prepared through the use of the 2012 Southern California Association of Governments (SCAG) Regional Transportation model. The model is a baseline for obtaining general traffic diversion patterns within the study area during the construction closure conditions.

Based on the data accumulated from current traffic counts, travel-demand modeling, and consultation with City of Beverly Hills and Metro staff, the analysis has shown that the Wilshire Boulevard closure will have traffic impacts at several signalized intersections with weekday closures (Option 1) but would not have comparable intersection impacts with weekend only closures (Option 2). In either case, traffic diversion is anticipated on several residential streets and will require mitigation measures to reduce the impacts of such diversion. Option 1 has 30 days of peak period weekday congestion impacts whereas Option 2 has 17 weekends of minimal congestion impacts. During weekend-only closure conditions, not all of the proposed mitigation measures would need to be implemented, thus reducing the costs of managing the project's traffic impacts. Attachment 2 provides anticipated detour routes. Attachment 3 provides potential mitigation measures and traffic control devices for each option.

Pros and Cons

	Pros	Cons
Option 1	<ul style="list-style-type: none"> • Reduced construction schedule • Allows extraordinary noise mitigation measures for adjacent residences • Responds to community input • Allows implementation of striping and traffic control devices for duration 	<ul style="list-style-type: none"> • Approximately 30 weekdays of severe traffic congestion
Option 2	<ul style="list-style-type: none"> • No weekday traffic impacts • Less traffic impacts in residential neighborhoods • Provides uninterrupted weekday access to adjacent businesses 	<ul style="list-style-type: none"> • Extended construction schedule • Additional noise impacts to adjacent residences • Only allows temporary traffic control devices

MOA Conditions for Option 1

The City Council also expressed a desire for assurance that Metro would complete the piling/deck works within the six week duration so that Wilshire Boulevard would timely reopen. If Option 1 is selected, Metro has agreed to include a provision in the MOA requiring contributions of additional funds to Business Mitigation Assistance (BMA) if deck installation exceeds the six week schedule. Discussions regarding the BMA provision for the MOA are on-going. The amount of Metro's BMA delay contributions, as well as the total amount of BMA funding has not been finalized. A recommendation for the BMA provision will be provided for Council's consideration at a subsequent meeting.

Finally, Metro recognizes that it cannot fully guarantee at this early stage that it will complete the piling and decking work within the six week time frame it has estimated. If the work is not timely completed, the City would have discretion to determine the schedule for any remaining work following the initial six weeks.

Community Outreach

Two community meetings were held, one on the evening of November 10, 2015 and the other on the afternoon of November 12, 2015 at La Cienega Park Community Center to discuss work hours and detour routes for the subway project. Notices about the community meetings were mailed to residents and businesses using a citywide mailing list. Approximately 23,000 notices were mailed to the community. Eleven members of the community, including residents and business representatives, attended the meetings. The City's consultant for the Westside Subway Extension project, Cordoba Corporation, presented information about the scope of construction work, potential construction impacts, mitigation measures, construction work hours, and detour routes. In general, community members expressed a strong interest in completing the work as quickly as possible. Nearly all indicated that allowing work to occur into the evening or 24 hours a day and on weekends is preferred to expedite the completion of the project. Two residents of La Doux Road expressed concern about detour traffic using residential streets when Wilshire Boulevard is closed. Some community members also inquired about the types and methods of noise mitigation that would be used to reduce potential noise impacts to adjacent residents and businesses during construction.

FISCAL IMPACT

None at this time. The MOA will include a provision that Metro will reimburse the City for all costs incurred for the Westside Subway Extension project, which includes staff and consultant costs.

Susan Healy Keene
Approved By



David Lightner
Approved By

