



CITY OF BEVERLY HILLS
TRAFFIC & PARKING COMMISSION

Meeting of December 5, 2013

TO: Traffic & Parking Commission
FROM: Aaron Kunz, Deputy Director of Transportation
SUBJECT: North Santa Monica Blvd Reconstruction Construction Mitigation Discussion

This memorandum is provided as background information for Commissioners to prepare for the December 10, 2013 Traffic and Parking Commission during which the discussion of construction mitigation measures for the North Santa Monica Boulevard (NSMB) Reconstruction Project will be initiated. Staff and the Psomas consultant team will provide information on the following topics:

1. Overview of Project Alternatives

- a. Project Elements – The reconstruction project includes replacement of the existing roadway (asphalt pavement and underlying base material), curb and gutter, storm drains and street lights to bring NSMB up to a good state of repair.
- b. Preliminary Alternatives – The attached graphic illustrates the alternatives that were approved by the City Council as the starting point for the analysis. They include leaving the roadway curb-to-curb width as-is or consideration of widening. Also considered is the potential of adding bicycle lanes, sidewalks and median islands, while preserving as much green space as possible.
- c. Three Phase Project – There are three phases to the project; Phase 1: Select the Alternative to be implemented and determine type of environmental clearance required, Phase 2: Prepare plans, specification and estimates (PS& E) design plans for the construction, Phase 3: Hire contractor and construct the project.
- d. Project Schedule - It is anticipated that the Phase 1 planning effort will be completed early in 2014, the design plans will be prepared by the end of 2014 and the construction will begin in 2015.

2. Role of the Traffic & Parking Commission

- a. Blue Ribbon Committee – The City Council appointed a 15-member Blue Ribbon Committee to work with staff and the consultants to bring a recommendation to the City Council as to the alternative to be implemented.
- b. Traffic & Parking Commission Role – The City Council requested that the TPC undertake the task of identifying the construction mitigation measures that would reduce construction impacts to less than a significant level to avoid the necessity for

an environmental impact report (EIR) and allow the Council to adopt a less stringent Environmental Clearance such as a Negative Declaration, or Categorical Exemption.

- c. TPC Recommendations to City Council – The TPC will meet to discuss construction mitigation in parallel with the Blue Ribbon Committee in hopes that when the project alternative is selected, the mitigation measures will have been identified in sufficient detail to allow the Council to assess the level of significance of the project's impacts.

3. Description of the Reconstruction Process

- a. The reconstruction of NSMB will entail a greater degree of street construction than a typical roadway resurfacing where the existing pavement is ground down and a new layer of asphalt placed. The roadbed is failing in many places as evidenced by the cracked pavement, undulating pavement, paved-over gutters and broken curbs. The drainage is also failing in many locations. The roadbed will be completely rebuilt with all of the existing pavement and base materials removed and replaced. New curbs, gutters, and sidewalks (where appropriate) will be constructed. The storm drain system will be updated and attractive street lights will be installed.
- b. No matter which alternative is chosen, the construction process will be similar, which allows the TPC to address construction mitigation issues at the same time that the Blue Ribbon Committee is discussing the project design.

4. Construction Time Period Options

- a. Daytime non-peak period – Construction will likely be limited to non-peak period traffic times, given the heavy volume of traffic on NSMB and the limited number of alternate routes. If construction is limited to daytime hours, this could limit the work window to six hours per day (10:00 am until 4:00 pm), which would prolong the construction period.
- b. Nighttime – If construction occurs during nighttime hours, there would be less potential for traffic impacts, but noise and light (glare) issues would be a concern for residents north of NSMB. Nighttime construction could provide a work window of 10 hours per night (8:00 pm until 6:00 am) thereby by shortening the duration of the construction project.

5. Construction Sequencing

- a. The sequencing of the construction will be investigated by the Psomas team and presented to the TPC in future meetings. It is likely that the construction scenario could vary by segment of the corridor. Some of the options to be explored include:
 - i. Block by Block – The roadway could be rebuilt in a block-by-block process, proceeding from one end to the other.
 - ii. Segment by Segment – It could also be rebuilt by segments, such as (1) Doheny to Beverly, (2) Beverly to Rexford, (3) Rexford to Wilshire and (4) Wilshire to Moreno, or smaller segments.

10. Items for Next Meeting

Following a brief introduction to the topics above, the Commission may prioritize the topics that are most critical for the consultant team to address in the next TPC meeting in January.

Alternative	Cross Section									
Existing			Rehabilitate Infrastructure	Consider Safe Complete Streets	Respect Character, Preserve Green Space	Maintain Access to Business Triangle	Minimize Construction Impacts	Maintain Vehicular Flow	Composite Score	Disposition
1. Existing Cross Section			●	●	●	●	●	●	●	Consider
2. Eastbound Bike Lane Westbound Sidewalk			●	●	●	●	●	●	●	Consider
3. Two Bike Lanes			●	●	●	●	●	●	●	Consider
4. Two Bike Lanes with Median			●	●	●	●	●	●	●	Consider (Refinement of Alt 3)
5. Off Street Bike/Ped Pathway			●	●	●	●	●	●	●	Consider
6. Two Bike Lanes Eliminate Left Turns			●	●	●	●	●	●	●	Drop
<p>Legend</p> <p>● - Satisfies Project Goal ● - Partially Satisfies Project Goal ● - Does Not Satisfy Project Goal</p>										