

**City of Culver City, California
Agenda Item Report**

Meeting Date: 06/27/2011		Item Number: A-1	
AGENDA ITEM: Approval of a Neighborhood Traffic Management Program in the Blair Hills Neighborhood on Portions of Lenawee Avenue and a Segment of Wrightcrest Drive			
Contact Person/Dept.: Gabe Garcia/PW		Phone Number: 310-253-5633	
Fiscal Impact: Yes ☒ No ☐		General Fund: Yes ☒ No ☐	
Public Hearing: ☐		Action Item: ☐ Attachments: ☒	
Public Notification: (E-Mail) Agenda and Meetings – City Council (06/22/11); (Letter) Blair Hills Residential Neighborhood (06/16/2011)			
Department Approval: Charles D. Herbertson(06/16/11)		City Attorney Approval: Carol Schwab (by H. Baker) (06/20/11)	
Chief Financial Officer Approval: Jeff Muir (by K. Marsden) (06/22/11)		City Manager Approval: John M. Nachbar (06/22/11)	

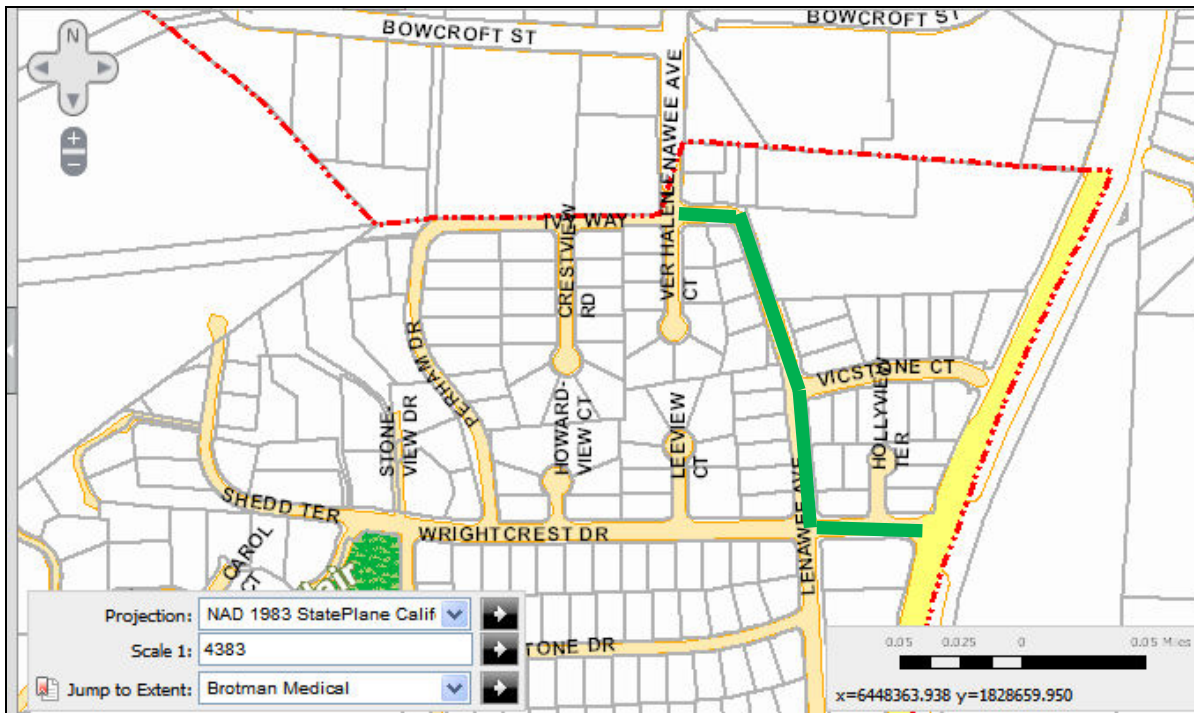
RECOMMENDATION:

Staff recommends that the City Council approve a Neighborhood Traffic Management Program (NTMP) in the Blair Hills neighborhood on portions of Lenawee Avenue and a segment of Wrightcrest Drive.

BACKGROUND/DISCUSSION:

On March 19, 2011, staff received a petition from property owners on Lenawee Avenue (between the southerly City boundary and Wrightcrest Drive) and Wrightcrest Drive (between Lenawee Avenue and La Cienega Boulevard). The petition requested that speed-calming measures be presented to the City Council for consideration. The petition was signed by 75% of the parcels (27 out of 36 dwelling units). The petition was submitted in coordination and in consensus with the Blair Hills Neighborhood Association Board.

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The residents in the subject segments of streets have expressed concerns due to the speed of traffic. They have also shared with staff their experiences of near collisions between motorists and residents. For example, a resident conveyed that a motorist travelling at a high rate of speed on Lenawee could not maneuver the turns and drove onto the sidewalk, east of Ver Halen Court, nearly colliding with him and his two young children.

In 2006, an effort to institute a Neighborhood Traffic Management Plan did not obtain sufficient consensus from the Blair Hills neighborhood, despite quantified speeding and cut-through traffic. Opposition to the proposed plan at that time was based on the concern from a portion of the neighborhood residents that traffic would be displaced from Lenawee Avenue onto other streets that did not experience either speeding or cut-through traffic. Therefore, absent sufficient neighborhood support required by the City Council Adopted Policy, a proposed program did not reach the City Council for consideration.

In recognition that neighborhood consensus may continue to be a challenge if the cut-through traffic is addressed, the neighborhood representative, working with staff, agreed to address only high traveling speeds through the use of speed-calming physical features. This approach received the support of the neighborhood, including residents who had opposed the previous effort in 2006.

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Based on historic traffic data, staff identified speeding on Lenawee Avenue with speeds as high as 40 mph. During spot speed studies conducted by staff in the recent months, speeds of 36 mph were documented.

To cause a reduction of traveling speeds, staff, in collaboration with the residents along the subject area, has designed a three-phased program.

Phase one would contain the following features:

1. Highlight the presence of pedestrians by striped high-visibility crosswalks at every intersection in the subject segment;
2. Install three speed tables (similar to speed humps, but with a 10-foot flat segment in the middle, bisecting the speed hump) that may contribute to the reduction of traveling speeds, without displacing traffic onto other nearby streets. Speed tables are utilized on bus routes because they are gentler on buses. One of the speed tables would be located in the City of Los Angeles, at the entrance to the Blair Hills neighborhood, and its installation is contingent upon the City of Los Angeles issuing a permit for it.

If phase one does not achieve the desired reduction in traveling speeds (less than 28 mph), then phase two would be implemented.

Phase two would contain the following features:

1. Installation of two speed feed-back signs on Lenawee Avenue, between the bend on the north segment of Lenawee Avenue and Vicstone Court – one facing each direction of traffic. These signs would inform motorists of their traveling speeds and hopefully encourage them to slow down.

If phase two does not achieve the desired reduction in traveling speeds, then phase three would be implemented.

Phase three would contain the following features:

1. Installation of curb extensions at the intersection of Lenawee Avenue/Vicstone Court that would reduce the roadway width without restricting traffic flow, while possibly reducing speeds.

A concept drawing is attached for the City Council's information.

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FISCAL ANALYSIS:

The cost of the Phase One of the program is estimated to be \$10,000. Phase Two, if necessary, is anticipated to cost an additional \$10,000. For Phase Three, the cost estimate is an additional \$15,000. If approved, the NTMP budget (account 42000599) has sufficient funding for this speed-calming program. .

ATTACHMENTS:

- Petition
- Conceptual Speed-Calming Plan

MOTION:

That the City Council:

Approve a Neighborhood Traffic Management Program in the Blair Hills neighborhood, on portions of Lenawee Avenue and a segment of Wrightcrest Drive.