

MEETING DATE: 04/21/08

AGENDA ITEM: Discuss the Berryman Avenue Neighborhood Traffic Management Program traffic calming plan and give direction to staff.

ATTACHMENTS

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1	NTMP Procedures Manual	1-5
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3	Comparison of Adopted NTMP Process vs. the Berryman Avenue NTMP Process Followed	8
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NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP) PROCEDURES MANUAL

"N" ACTIONS BY NEIGHBORHOOD.

"C" ACTIONS BY CITY/ENGINEERING DIVISION.

"NC" JOINT ACTION BY NEIGHBORHOOD AND CITY.

NTMP PROCESS:

I. PRELIMINARY CONTACT BY NEIGHBORHOOD

- A. COMMUNICATION FROM RESIDENTS PRESENTING NEIGHBORHOOD TRAFFIC PROBLEMS "N".
- B. PRELIMINARY REVIEW AND DATA GATHERING BY ENGINEERING DIVISION "C" – The Engineering Division shall conduct an initial screening of the neighborhood's request to determine if the area qualifies for further NTMP review. In order to qualify the subject streets shall be reviewed for the following criteria:
 - 1. Traffic Volumes: The subject street(s) carry between 1,000 and 3,000 vehicles per day. The Engineering Division may make exceptions for streets with volumes above or below that range for streets that, based on standard engineering judgment, are subject to special circumstances. ; and,
 - 2. Speeds: Only those streets that have measured critical speeds that exceed the speed limit by seven miles per hour or more may be considered for an NTMP process. (The "critical speed" is the speed at or below which 85% of the vehicles actually travel, as established by a radar or similar speed study.) Typically, the speed limit on residential streets is 25 miles per hour, but there are some local and neighborhood feeder streets with higher posted limits. The maximum posted speed limit for a street considered for traffic calming measures shall be 30 miles per hour.
 - 3. In addition to the above criteria the Engineering Division, using standard engineering judgment , may also consider the following:

- a. **Accidents Reports:** Those streets which have accident records approaching or exceeding the warrants defined in the State of California Caltrans Manual shall be considered for installation of traffic control and/or calming devices.
 - b. **School Routes:** Those streets) serve as an access route to any schools (public or private).
 - c. **Physical Features:** The geometry and /or topography of the subject street(s) may in standard engineering judgment support the need for consideration.
- 4. **Study Area:** Identify a preliminary study area including the street(s) requested by the neighborhood and any streets that may be impacted by cut-through traffic and/or potential traffic control measures. The Engineering Division may identify a study area larger then the area proposed by the residents if the additional area may be impacted by diverted traffic.
- C. **IMPLEMENTATION OF INITIAL MEASURES TO TRY TO ADDRESS IMPACTS "NC".** Working with the neighborhood, it is the City's policy to consider and potentially install traffic controls, signage and/or striping in an effort to address verified traffic impacts before proceeding with the initiation of a formal NTMP process. If the initial measures do not sufficiently address the impacts, the City will continue to the NTMP process.

II. NEIGHBORHOOD'S REQUEST TO PARTICIPATE IN NTMP

- A. **Finalize the NTMP Study Area – "NC" –** Working with the neighborhood representatives, the Engineering Division will designate the study area that may be impacted by cut-through traffic and/or potential traffic control measures. The residents within this study area shall be notified of the proposed establishment of the NTMP process. Notice will also be provided to businesses located immediately adjacent to the study area.
- B. **PETITION AMONG RESIDENTS OF STUDY AREA TO DETERMINE LEVEL OF AGREEMENT THAT PROBLEMS EXIST "N" -** Petition circulated by requesting individual or neighborhood group. Petition shall be signed by at least 50% + 1 of the total households in the study area. Petition shall be approved by the Engineering Division and must specifically identify the study area, detail the traffic impacts which are of concern and that the petition requests the City to initiate an NTMP.
- C. **For neighborhoods in the City requesting the initiation of an NTMP, which have gated residential developments, the individual duly designated**

Homeowners Association or Resident Association may sign the petition on behalf of their individual development, provided they submit written proof that they are authorized to act on the matter on behalf of the households in the development. Provided valid proof is submitted, each such development would then be considered as a single household for determining support for initiate an NTMP.

III. RESIDENTS' COMMITTEE

- A. PUBLIC MEETING AND RESIDENTS' COMMITTEE FORMATION
"C" – The Engineering Division will mail an invitation to the whole neighborhood to participate in a meeting of area residents to discuss the NTMP and form a Resident's Committee. Notice of neighborhood meetings will also be provided to businesses located immediately adjacent to the study area.

IV. PLAN DEVELOPMENT

- A. DEVELOPMENT OF TRAFFIC CONTROL PLAN "NC" – The Engineering Division and Resident's Committee will work together at open public meetings to complete the steps in developing a proposed traffic control plan:
1. IDENTIFICATION OF PROBLEMS "NC" - Assessment of problems.
 2. QUANTIFICATION OF PROBLEMS -- "Before" Studies "C".
 3. IDENTIFICATION OF OBJECTIVES "NC".
 4. TRAFFIC CALMING MEASURES "NC".
 5. DEVELOPMENT OF ALTERNATIVE PLANS "NC".

V. EVALUATION OF PROPOSED PLAN

- A. EVALUATION OF ALTERNATIVES AND SELECTION OF PROPOSED PLAN "NC" - Participation by Residents' Committee, all affected City Departments and Divisions, and other affected agencies.

VI. TRIAL INSTALLATION

- A. ADVISORY SURVEY FOR TEST INSTALLATION OF PROPOSED PLAN "C" - The Engineering Division shall mail an advisory survey to all residents in the study area. The trial installation shall be supported by at least 60% of all those who participated and the

total number of returned surveys shall represent at least 50% + 1 of the total households in the study area before the request for trial installation can be forwarded to the City Council for consideration.

- B. For neighborhoods in the City requesting the trial installation, which have gated residential developments, the individual duly designated Homeowners Association or Resident Association may submit an advisory survey on behalf of their individual development, provided they submit written proof that they are authorized to act on the matter on behalf of the households in the development. Provided valid proof is submitted, each such development would then be considered as a single household for determining support for trial installation.

1. **REQUEST TO CITY COUNCIL FOR TRIAL INSTALLATION "NC"** - If the resident survey attains the required thresholds, the trial plan is sent to City Council for approval, modification, or rejection.
2. **TEST INSTALLATION "C"** - Establishes success criteria for plan and test period of at least 3, but preferably at least 6 months.
3. **PROJECT EVALUATION "NC"** - City gathers data on "after" volumes, speeds, etc. and reviews them with residents' committee and other residents.
4. **NEIGHBORHOOD AGREEMENT "C"** - The Engineering Division mails an advisory survey to all affected residents to determine support for the permanent installation of NTMP measures. Residents shall express support on retaining or modifying the plan components, before the request for permanent installation is sent to City Council. The permanent installation shall be supported by at least 75% of all those who responded and the total number of returned surveys shall represent at least 50% + 1 of the total households in the study area.

VII. COUNCIL CONSIDERATION

- A. **REQUEST TO CITY COUNCIL FOR PERMANENT INSTALLATION "NC"** - If the resident survey attains the required thresholds, the plan is sent to City Council for approval, modification, or rejection.

VIII. DESIGN AND CONSTRUCTION OF PERMANENT INSTALLATION

- A. ENGINEERING DESIGN OF PLAN "C".
- B. AWARDED OF CONTRACT OR WORK ORDER AND PLANS TO CITY CREW "C".
- C. CONSTRUCTION OF TRAFFIC CALMING MEASURES "C".

IX. MONITORING AND EVALUATION

- A. MONITORING AND EVALUATION --"After" Studies "NC" - Periodic review by City of "after" volumes, speeds, accidents, with major evaluation and a public opinion survey 3 to 5 years after installation.
- B. MODIFICATION OF PLAN, if necessary "NC".

Approved on November 22, 2004.

ATTACHMENT NO. 2

**Culver City
General Plan
(Draft)**



APPROVED

JUL 22 1996

Culver City
City Council

1994/5

Circulation Element

GOAL: Residential neighborhoods that offer residents the qualities of a peaceful small-town environment.

To protect the peaceful nature of the City's neighborhoods, non-residential parking intrusion and cut-through traffic must be reduced. This could be addressed in part through, but not limited to, permit parking in the residential zones, controlling traffic flow on arterials, and by supporting public transit.

OBJECTIVE 8. Neighborhood Protection. ~~Protect residential neighborhoods from the impacts of cut-through traffic, non-residential parking and transit system expansion. Provide for the safe and efficient movement of people and goods while preserving, enhancing, or reclaiming the neighborhood's quality of life.~~

Policy (8.A) Further develop programs for identifying, reviewing, and developing appropriate neighborhood protection plans, including implementation of the Neighborhood Traffic Management Program.

Policy (8.AB) Reduce traffic intrusion into residential neighborhoods through measures to reduce arterial congestion (Policies 2.A-2.H Objective 1, above).

Policy (8.BC) Install traffic control devices, such as stop signs, and traffic diverters, to keep traffic from cutting through residential areas.

Policy (8.CD) Apply design criteria and performance standards to ensure that transit expansion impacts on the City's neighborhoods are minimized and mitigated.

Policy (8.DE) Allow neighborhoods to request permit-only parking in areas subject to overflow parking from adjacent uses.

GOAL: An open-space-urban design, urban forest, open space network that links neighborhoods and businesses, and instills civic pride.

Culver City's residential streets are enhanced by mature street trees which extend a sense of openness and green-space. Many of the commercial and industrial streetscapes have fewer street trees, no landscape buffers and few pedestrian amenities. Urban design improvements could provide visual and functional amenities to support a sense of positive identity.

The skewed and discontinuous nature of the City's street system often confuses visitor orientation. Irregular City boundaries are similarly confusing and reduce the ability to identify whether a location is within Culver City. Enhanced street and locational signage could more effectively direct traffic movement and identify City boundaries.

OBJECTIVE 9. Streetscape. Integrate transportation and urban design systems through streetscape improvements.

Policy (9.A) Enhance the aesthetics of the City's streets through landscaping of raised medians, consistent with a comprehensive streetscape master plan (see Land Use and Open Space Elements).

Policy (9.B) Create a sense of separation between vehicle and pedestrian uses through continued street tree planting and parkway development, consistent with a comprehensive streetscape master plan (see Land Use and Open Space Elements).

VOLUME AND SPEEDS FACT SHEET

NUMBER OF VEHICLES EXCEEDING 25 MPH									
	Between Herbert Street and Washington Boulevard	VEHICLE VOLUME RANGE	CRITICAL SPEED* MPH	More than 25 mph, Less than 35 mph	35 MPH	45 MPH	55 MPH	65 MPH	70 MPH
1.	Albright Avenue	483 - 535	23.9	24	0	0	0	0	0
2.	Bledsoe Avenue	371 - 407	29.1	76	16	12	11	1	7
3.	Minerva Avenue	402 - 436	32.6	122	14	1	0	0	0
4.	Berryman Avenue	1023 - 1078	32.7	372	44	7	5	1	3
5.	Coolidge Avenue	231 - 412	30.0	104	8	2	1	1	1
6.	McLaughlin Avenue	4575 - 5027	32.8	1453	75	8	5	3	2
	Between Washington Place and Herbert Street	VEHICLE VOLUME RANGE	CRITICAL SPEED* MPH	More than 25 mph, Less than 35 mph	35 MPH	45 MPH	55 MPH	65 MPH	70 MPH
7.	Albright Avenue	528 - 552	28.3	108	17	0	0	0	0
8.	Bledsoe Avenue	420 - 437	31.6	116	21	1	1	0	0
9.	Minerva Avenue	321 - 390	32.1	113	14	1	1	0	1
10	Berryman Avenue	775 - 836	31.0	223	15	11	10	2	8
11	Coolidge Avenue	386 - 428	30.5	119	11	5	4	1	3
12	McLaughlin Avenue	3918 - 4235	31.0	1222	72	14	8	2	5

Source: Traffic data collected by Quality Traffic Data, September 10, 11, and 12, 2007

* Critical Speed is the speed at or below which 85% of the vehicles travel. The Critical Speed to participate in the Neighborhood Traffic Management Program is 32 miles per hour, along with 1000 to 3000 vehicles per day.

Culver CITY

COMPARISON OF ADOPTED NTMP PROCESS vs. THE BERRYMAN AVENUE NTMP PROCESS FOLLOWED

ATTACHMENT NO. 4

NTMP PROCESS	BERRYMAN NTMP
I. PRELIMINARY CONTACT BY NEIGHBORHOOD A. PRESENTATION OF NEIGHBORHOOD TRAFFIC PROBLEM..... B. PRELIMINARY REVIEW AND DATA GATHERING BY ENGINEERING DIVISION 1. TRAFFIC VOLUMES 2. SPEEDS 3. OTHER CONSIDERATIONS a. ACCIDENT REPORTS b. SCHOOL ROUTES..... c. PHYSICAL FEATURES ... 4. STUDY AREA.....	Complied. Met with staff from 2000 to present. Complied. Collected seral times. Complied Collected seral times. Some history at curvature near alley N/A Curvature near alley Complied. Defined based on potential impacts

Culver CITY

COMPARISON OF ADOPTED NTMP PROCESS vs. THE BERRYMAN AVENUE NTMP PROCESS FOLLOWED

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NTMP PROCESS	BERRYMAN NTMP
C. IMPLEMENTATION OF INITIAL MEASURES TO TRY TO ADDRESS IMPACTS.....	This is a new addition to the NTMP process since November 2004. Through the last seven or eight years, and two previous Traffic Engineering Managers, the "policy to consider and potentially install" measures was complied with. The measures proposed by the residents, were not deemed appropriate due to their broad impact. Among the proposed measures were alternating diverters on Herbert Street with alternating one-way streets, and others. (For reference, please see the three illustrations below.)

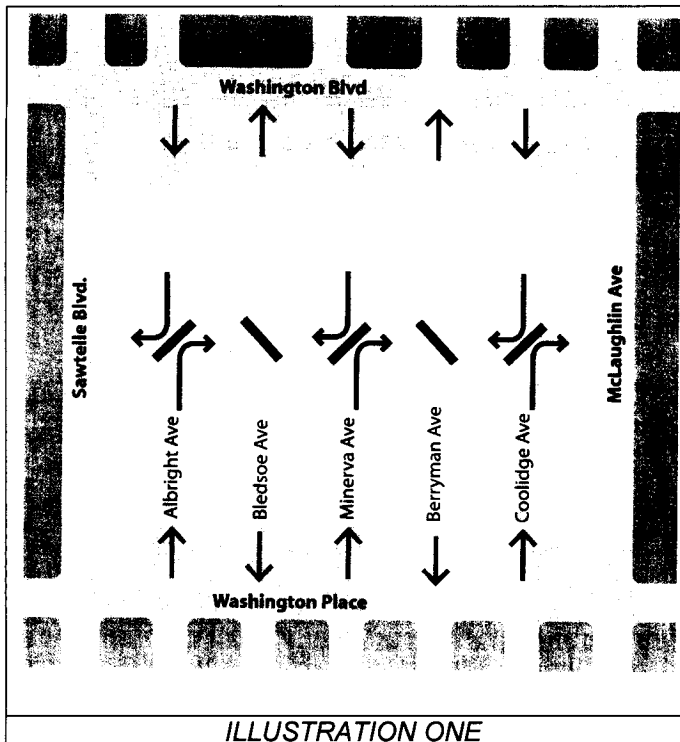


ILLUSTRATION ONE

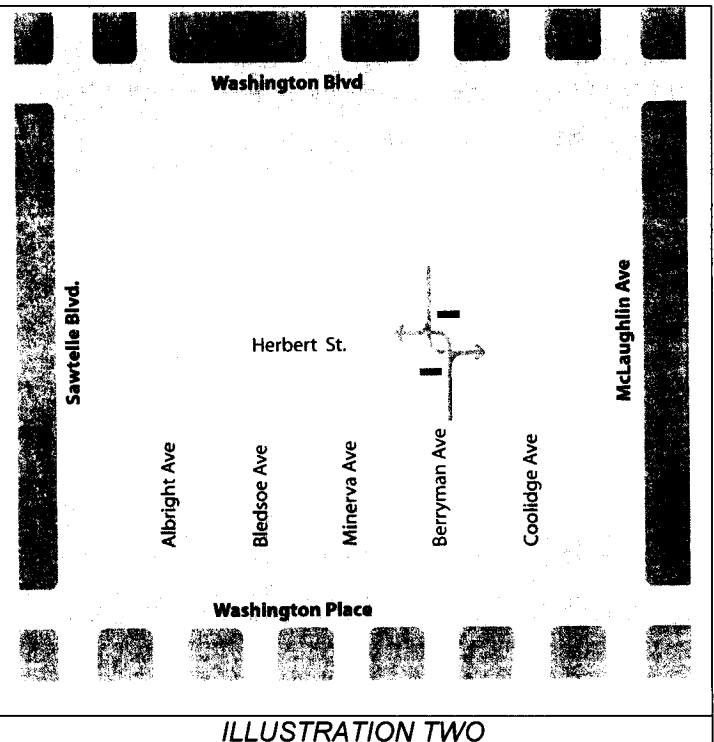
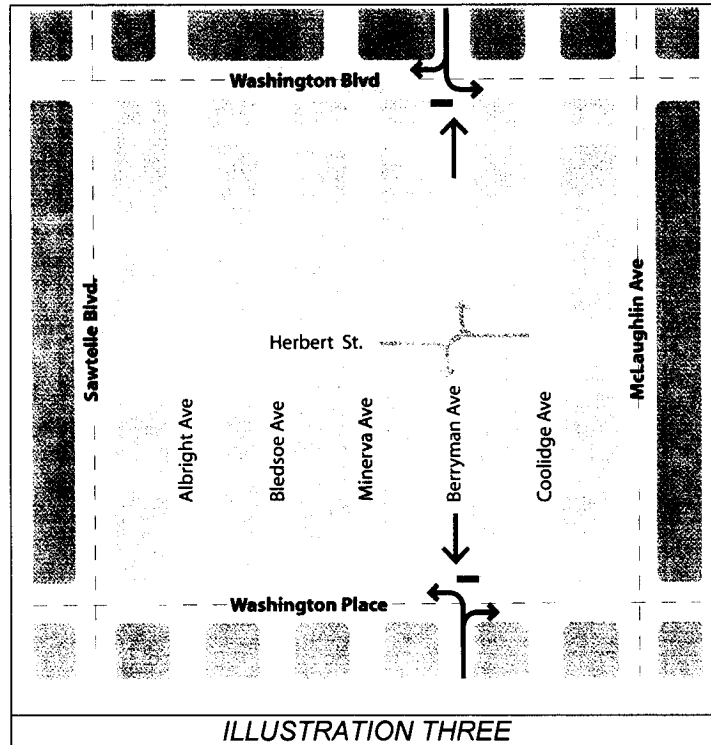


ILLUSTRATION TWO

Culver CITY

COMPARISON OF ADOPTED NTMP PROCESS vs. THE BERRYMAN AVENUE NTMP PROCESS FOLLOWED

ATTACHMENT NO. 4



NTMP PROCESS	BERRYMAN NTMP
II. NEIGHBORHOOD'S REQUEST TO PARTICIPATE IN NTMP A. FINALIZE THE NTMP STUDY AREA ... B. PETITION AMONG RESIDENTS OF STUDY AREA TO DETERMINE LEVEL OF AGREEMENT THAT PROBLEMS EXIST ... C. GATED RESIDENTIAL DEVELOPMENTS.	Complied. Working with the neighborhood representatives, staff determined the area of potential impacts. Notices were mailed to the area indicated in Attachment No. 3. A petition was submitted when the residents first contacted the City about seven years ago. It is possible that more than one petition was submitted through time. A new petition was not required. Not Applicable.

Culver CITY

COMPARISON OF ADOPTED NTMP PROCESS vs. THE BERRYMAN AVENUE NTMP PROCESS FOLLOWED

ATTACHMENT NO. 4

NTMP PROCESS	BERRYMAN NTMP
III. RESIDENTS' COMMITTEE A. PUBLIC MEETING AND RESIDENTS' COMMITTEE FORMATION	Although a public meeting was held, due to the duration of time from first contact with the City, a "defacto" Residents' Committee of the residents of Berryman Avenue had been active for several years. A new committee was not formed.
IV. PLAN DEVELOPMENT A. DEVELOPMENT OF A TRAFFIC CONTROL PLAN 1. IDENTIFICATION OF PROBLEMS..... 2. QUANTIFICATION OF PROBLEM 3. IDENTIFICATION OF OBJECTIVES	The Engineering Division and the Residents' Committee had been dialoguing and not agreeing on traffic control plans for several years. No open public meetings were held during this multi-year process. Problems of non-resident traffic volume were identified Data from four years ago indicates that traffic volumes were about 1500 vehicles per day on Berryman Avenue. The objectives of reduction of non-resident traffic volume and excessive speeds have been consistently the objective but disagreement on the approach to accomplish this has also been consistent.

Culver CITY

COMPARISON OF ADOPTED NTMP PROCESS vs. THE BERRYMAN AVENUE NTMP PROCESS FOLLOWED

ATTACHMENT NO. 4

NTMP PROCESS	BERRYMAN NTMP
4. TRAFFIC CALMING MEASURES	A traffic calming measures plan has been devised by staff with the Residents' Committee.
5. DEVELOPMENT OF ALTERNATIVE PLANS	Alternative plans have not been developed with the Residents' Committee.
V. EVALUATION OF PROPOSED PLAN	
A. EVALUATION OF ALTERNATIVES AND SELECTION OF PROPOSED PLAN	The proposed plan was agreed to with the Residents' Committee. Fire and Police Departments were contacted for their input. The City of Los Angeles Department of Transportation Western District has been aware the City's and Residents' Committee dialogue regarding traffic calming since approximately 2005, possibly earlier.
VI. TRIAL INSTALLATION	
A. ADVISORY SURVEY FOR TEST INSTALLATION OF PROPOSED PLAN	Complied. Thresholds established by the adopted NTMP Procedures were met.
B. GATED RESIDENTIAL DEVELOPMENTS	Not Applicable.
1. REQUEST CITY COUNCIL TRIAL INSTALLATION	Complied. Scheduled for Monday, April 21, 2008.
2. TEST INSTALLATION	To be determined by City Council.

Culver CITY

COMPARISON OF ADOPTED NTMP PROCESS vs. THE BERRYMAN AVENUE NTMP PROCESS FOLLOWED

ATTACHMENT NO. 4

NTMP PROCESS	BERRYMAN NTMP
3. PROJECT EVALUATION 4. PROJECT EVALUATION 5. NEIGHBORHOOD AGREEMENT VII. COUNCIL CONSIDERATION A. REQUEST TO CITY COUNCIL FOR PERMANENT INSTALLATION VIII. DESIGN AND CONSTRUCTION OF PERMANENT INSTALLATION A. ENGINEERING DESIGN OF PLAN B. AWARDING OF CONTRACT OR WORK ORDER AND PLANS TO CITY CREWS C. CONSTRUCTION OF TRAFFIC CALMING MEASURES IX. MONITORING AND EVALUATION A. MONITORING AND EVALUATION—AFTER STUDIES B. MODIFICATION OF PLAN, IF NECESSARY	All subsequent steps are future actions, contingent upon City Council approval of trial.

PLEASE READ
THE PROPOSALS
NARRATIVE FOR
DETAILS.

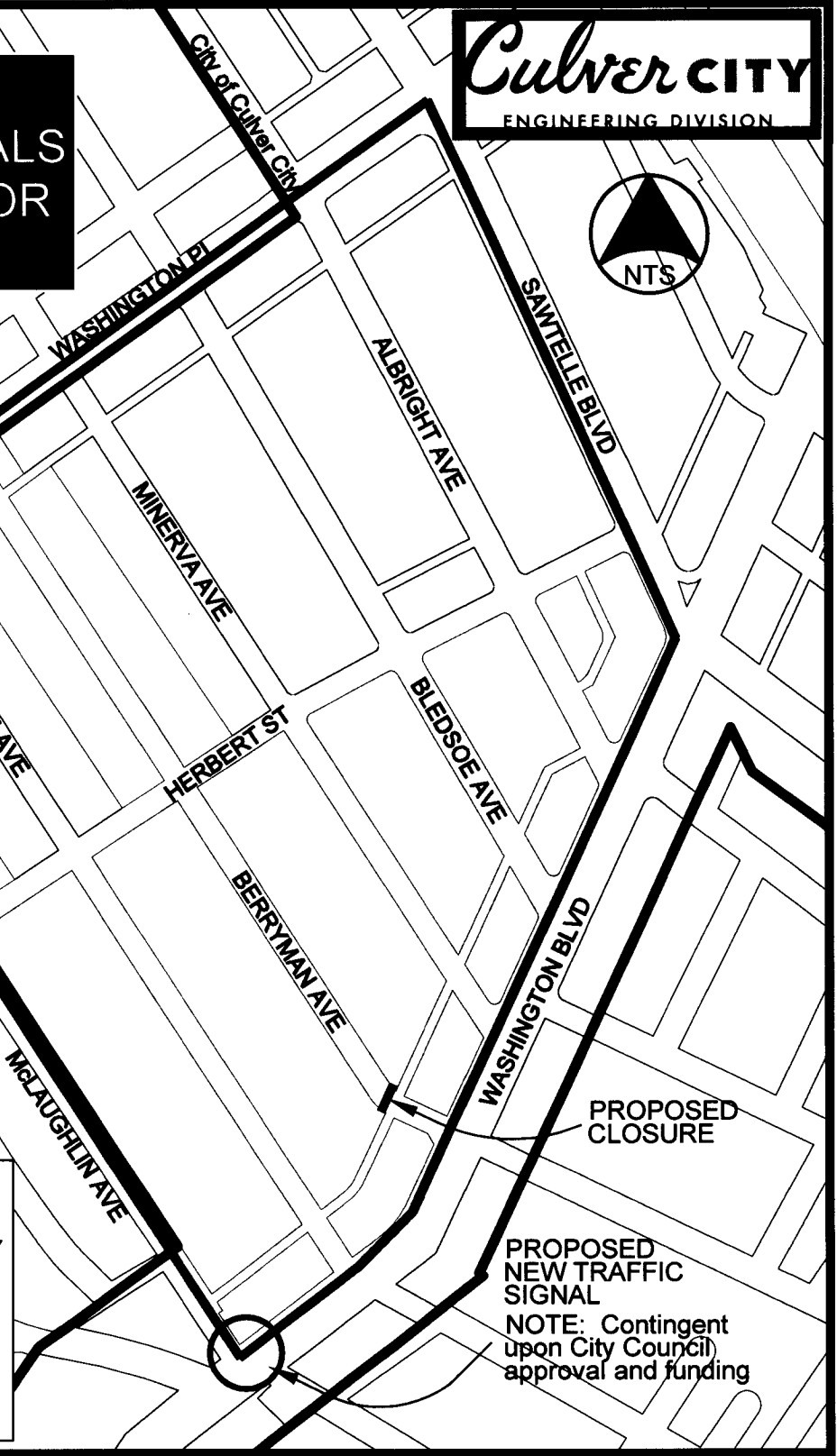


PROPOSED
SOUTHBOUND
McLAUGHLIN
"NO LEFT TURN"
RESTRICTION
WEEKDAYS
3 PM - 7 PM

NOTE: The location
of the proposed signs
is in the City of Los Angeles
and will require their approval.

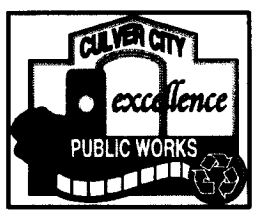
LEGEND

-  ADVISORY SURVEY/STUDY AREA *
-  NOTIFICATION AREA
-  CITY BOUNDARY



PROPOSED
CLOSURE

PROPOSED
NEW TRAFFIC
SIGNAL
NOTE: Contingent
upon City Council
approval and funding



BERRYMAN AVENUE NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

*The Advisory Survey Area and Notification Area was defined by the City with the Residents Committee based on quantified traffic volumes as reflected in the data of September 10, 11, and 12, 2007. Within the Advisory Survey Area, only households may submit an Advisory Survey--businesses are not eligible.

**BERRYMAN AVENUE
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP)****DESCRIPTIONS OF PROPOSED TRAFIC MITIGATIONS
6-MONTH TRIAL****INFORMATION REGARDING THE 1ST QUESTION ON THE ADVISORY SURVEY
BERRYMAN AVE AT THE ALLEY NORTH OF WASHINGTON BLVD**

The City and the Residents Committee have developed a proposed plan to close Berryman Avenue to through traffic at the alley north of Washington Boulevard, on the residential side of the street. This closure would be for a 6-month trial, upon City Council approval. The closure would be effected by barricades, small trees in over-sized concrete pots, or other effective method. Additionally, if recommended by the Police Department or the Fire Department, a removable bollard (a metal post) would be strategically placed so that when removed by emergency services personnel, their vehicles can still enter the street. The closure would be complemented by proper "not a through street" signs strategically placed at Herbert Street/Berryman Avenue. Additionally, reflective signs as well as temporary informational signs mounted on barricades and strategically placed, would be used to advise the motoring public of the change in access.

All residents of the 4100 block of Berryman Avenue would be able to exit their block only to the north for the duration of the 6-month trial. Residents of Berryman Avenue, other streets, and cut-through commuting traffic would not be able to travel south past the closure.

**INFORMATION REGARDING THE 2ND QUESTION ON THE ADVISORY SURVEY
MCLAUGHLIN AVENUE AT HERBERT STREET**

On southbound McLaughlin Avenue, at Herbert Street, prohibit left-turns onto eastbound Herbert Street, weekdays, between 3 p.m. to 7 p.m., by the use of signs. This turn prohibition would be for a 6-month trial, upon City Council approval. Preventing this movement will decrease cut-through traffic traveling from the north and exiting Berryman Avenue at Washington Boulevard. Such traffic, primarily, continues south to Berryman Avenue in the City of Los Angeles and then is distributed to Culver Boulevard and Braddock Drive to access the 405 freeway ramp, and to the west to Playa Vista and the Marina. It is during the weekday afternoon peak period that this movement has the most impact on Berryman Avenue. The left turn prohibition during the weekday afternoon peak period would minimize this possibility.

Throughout the proposed 6-month trial period, staff and the Residents Committee will keep a vigilant eye on traffic and assess if there is any traffic spill over into other streets and alleys in the neighborhood. If this occurs, in consultation with residents of the particular street, we will take measures to deal with it. Similarly, if any spill over traffic impacts the alleys, in consultation with the adjacent businesses and residents, we will work to address the situation. Additionally, an "After Study" will be conducted to determine the success of these proposed traffic measures.

INFORMATION REGARDING THE 3RD QUESTION ON THE ADVISORY SURVEY
MCLAUGHLIN AVENUE AT WASHINGTON BOULEVARD

A traffic engineering firm was hired to perform Traffic Signal Warrant Studies to determine if the intersection of McLaughlin Avenue/Washington Boulevard met the traffic volume criteria to have a traffic signal installed. The traffic engineering firm's finding show that the intersection met several warrants that indicate a traffic signal is needed at this intersection. The Engineering Division, in its 2008-2009 Fiscal Year's budget is requesting to fund the installation of a traffic signal at this location. The funding of the traffic signal is a decision to be made by the City Council.

The installation of traffic signals at intersections is based on signal warrants being met, and not on other factors, such as petition by the public, or the public's opinion. Nevertheless, in order to gauge the neighborhood's support for such installation, but not as a factor to determine its installation, the question of this signal installation is on the Advisory Survey.

In the afternoon, traffic entering McLaughlin Avenue from the north would continue southbound past Herbert Street, since it could not make a left turn onto Herbert Street because of the left-turn prohibition, and if a traffic signal were in place at this intersection, such traffic would be given the right-of-way by the signal to merge onto Washington Boulevard. If the majority of southbound traffic were to continue to be cut-through traffic and head to destinations in the City of Los Angeles, such traffic, after merging onto Washington Boulevard, would make a right turn onto Berryman Avenue, south of Washington Boulevard and continue to its destination.

Those residents of McLaughlin Avenue who desire to travel eastbound on Washington Boulevard, and presently use other alternatives due to the curvature of the road and the delay in order to wait for an adequate gap in traffic, would be able to turn under the protection of a green signal indication.

AFTER STUDY

Between the third and fifth months of the trial installation, traffic volumes and speeds would be collected for all streets indicated in the attached map. The findings of this study would be compared to the conditions on each of these streets prior to the installation of the trial, in order to determine what, if any, negative impacts have been quantified. The findings will be used to determine if other streets need traffic mitigation measures as a result of the trial, and to make a recommendation to Council regarding the success or failure of the trial installation.

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If you have questions regarding the proposed NTMP plan, or need clarification, please contact Gabe Garcia, Traffic Engineering Manager, through the Engineering Division front office at (310) 253-5600 or if you must speak with him immediately, please contact him on his direct line at (310) 253-5633. Thank you for your participation; please return your Advisory Survey ASAP.