

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

Meeting Date: 08/13/2012		Item Number: <u>A-1</u>	
CITY COUNCIL AGENDA ITEM: FOUR-FIFTHS VOTE REQUIREMENT - (1) Discussion of and Direction Related to Potential Traffic Mitigation Measures on Sawtelle Boulevard between Sepulveda Boulevard and the City Boundary at Ballona Creek; and (2) Adoption of a Budget Amendment Associated with any Desired Traffic Mitigation Measures.			
Contact Person/Dept.: Gabe Garcia/PW		Phone Number: (310) 253-5633	
Fiscal Impact: Yes ☒ No ☐		General Fund: Yes ☒ No ☐	
Public Hearing: ☐		Action Item: ☒ Attachments: ☐	
Commission Action Required: Yes ☐ No ☒		Date: _____	
Public Notification: (Email) Agenda and Meetings – City Council (08/09/12); (Courtesy Notice) All residents, property owners, and businesses in Sunkist Park (08/07/12).			
Department Approval: Charles Herbertson (08/08/12)		City Attorney Approval: Carol Schwab (by H. Baker) (08/09/12)	
Chief Financial Officer Approval: Jeff Muir (08/08/12)		City Manager Approval: John M. Nachbar (08/09/12)	

RECOMMENDATION:

Staff recommends that the City Council discuss potential traffic mitigation measures on Sawtelle Boulevard between Sepulveda Boulevard and the City boundary at Ballona Creek and direct the City Manager as deemed appropriate.

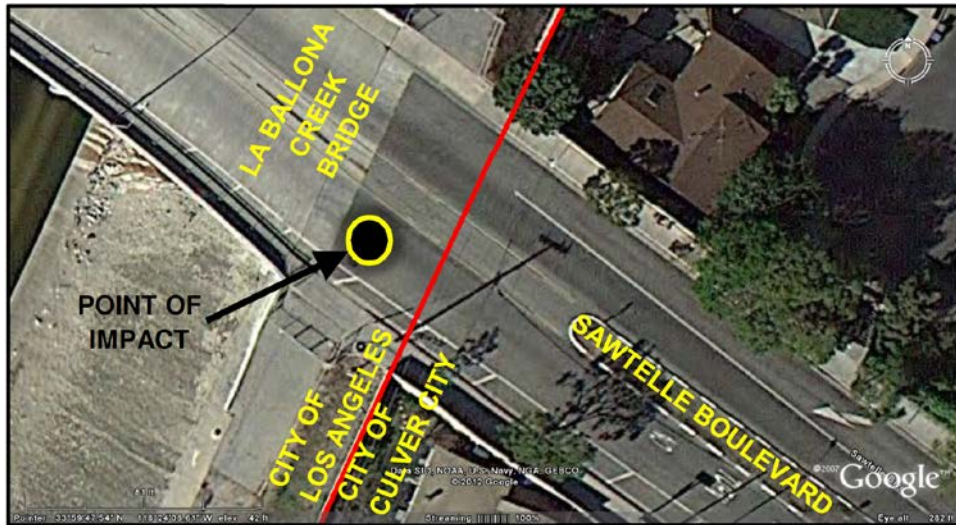
BACKGROUND:

Following a recent pedestrian fatality on Sawtelle Boulevard, members of the Sunkist Park community expressed renewed concerns regarding the traffic safety on Sawtelle Boulevard between Ballona Creek and Sepulveda Boulevard.

Subsequently, the City Council directed staff to present a report addressing concerns expressed by the public, and potential traffic mitigation measures that may be implemented on this segment of roadway for discussion and consideration.

On July 3, 2012, a local resident using a wheelchair was struck in the City of Los Angeles at a midblock location, several feet west of the Culver City boundary, by a vehicle traveling eastbound on Sawtelle Boulevard (see the graphic below for location). Sadly, the collision resulted in the resident losing his life.

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Subsequent to this tragic event, the City has received renewed requests for a traffic signal and marked crosswalk on Sawtelle Boulevard.

Staff researched the topic of a traffic signal and crosswalk on Sawtelle Boulevard, as part of the various Neighborhood Traffic Management Program (NTMP) efforts since the 90's, and found the following:

- In 1996, a Sunkist Park NTMP Residents Committee was formed. This committee worked until July of 1997 to develop a neighborhood-wide plan.
- Following the guidelines of the NTMP, a survey was distributed to 632 households within the Sunkist Park neighborhood for a vote. 86% of the surveys were turned in. The results indicated that the required 60% of the neighborhood did not support the installation of a three-way STOP and overhead flashing red signal at the intersection of McDonald Street and Sawtelle Boulevard and a pedestrian crosswalk across Sawtelle Boulevard. Other items, not related to traffic control or pedestrian crossings on Sawtelle Boulevard, were supported by the neighborhood.
- The plan was considered by the City Council on August 11, 1997, and with a unanimous vote, the City Council directed staff to “research finding a place to cross Sawtelle Boulevard between Braddock Drive and Sepulveda Boulevard.” Additionally, the City Council, at the same time, also approved other items that were not related to traffic control or pedestrian crossings on Sawtelle Boulevard.

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- In July, 1999, to address concerns regarding visibility due to the vertical curve of the bridge over Ballona Creek, a letter was mailed to then City of Los Angeles' Councilmember Ruth Galanter requesting the installation of an all-Way STOP control at the intersection of Culver Drive and Sawtelle Boulevard, in the City of Los Angeles. On November 2, 1999, Councilmember Galanter responded with a letter to Culver City containing a memorandum in which the Los Angeles Department of Transportation (LADOT) denied the request for the STOP signs after performing a traffic signal warrants analysis for the intersection and determining that the traffic signal warrants were not met.
- In November 2001, a traffic signal plan was designed for the intersection of Blanco Way and Sawtelle Boulevard, near Hayter Avenue. Subsequently, the City Council directed that the new traffic signal not be advertised for construction bids due to opposition from Hayter Avenue residents. Apparently the major reason for the opposition to a signal at that time was the concern that a signal would encourage traffic to turn right at Hayter to avoid delays caused by the signal.

Another Sunkist Park NTMP effort began in November 2002 and concluded in February of 2004. A proposed speed-control traffic signal and pedestrian crossing was part of the NTMP plan, but the neighborhood did not show the required support, and the City Council voted to close this NTMP process for Sunkist Park.

At a City Council Meeting at El Marino School held in August 2004, the City Council directed staff to work with the Sunkist Park neighborhood to devise a new NTMP. Traffic data was collected, engineering analyses performed, and several community meetings took place. The NTMP plan was completed in July, 2006. It contained a number of proposed mitigations, one of which was a new proposed traffic signal on Sawtelle Boulevard. An Advisory Survey (ballot) was mailed to the neighborhood. The results of the survey indicated that the neighborhood did not support the proposed NTMP as a whole. By not registering the minimum required support for the NTMP plan as a whole, all of the proposed measures, including the proposed new traffic signal on Sawtelle Boulevard, were rejected by the neighborhood.

DISCUSSION:

Existing Roadway Conditions:

According to the Circulation Element of the General Plan adopted by the City Council on May 24, 2004, page C-11, Sawtelle Boulevard is a Secondary Artery

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within Culver City's boundaries. It has one lane of travel in each direction, a painted two-way left turn lane, and a parking lane on each side of the roadway.

In the past several weeks, Engineering Division staff conducted field reviews of Sawtelle Boulevard. The review was comprised of the following measurements: width, curvature, curb heights, and grade. Also surface conditions such as signage, striping, intersections, drive approaches, and parking, were all evaluated. Based upon this comprehensive review, and in consultation with the City's traffic engineering consultants, it was determined that several traffic mitigation measures can be considered for implementation along Sawtelle Boulevard.

Accident Analysis:

Accident data for Sawtelle Boulevard, between the City boundary east of Ballona Creek and Sepulveda Boulevard, was analyzed for three time periods: 2008 to 2010, 2005 to 2007, and 2002 to 2004. The State did not have the 2011 collision data available as of the writing of this report – the most recent full-year data they have is for 2010, and collision data prior to 2002 was not readily available to include in this report.

The midblock accident rate was calculated utilizing the following standard traffic engineering formula:

$$\frac{(\text{No. of collisions}) \times (1,000,000)}{(\text{Daily Volume}) \times (365 \text{ Days}) \times (\text{Segment Length}) \times (\# \text{ Years})}$$

Based on the formula, the following Midblock Collision Rates were determined:

STUDY PERIODS	1/1/2008 TO 12/31/2010	1/1/2005 TO 12/31/2007	1/1/2002 TO 12/31/2004
Years of study period	3	3	3
Total number of collisions	5	2	4
Actual Collision Rate (acc/MVM):	0.89	0.36	0.71
Statewide expected Collision Rate (acc/MVM)	1.98	1.98	1.98

The actual midblock collision rate, for each of the study periods, starting with the most recent, is 45%, 18%, and 36% of the Statewide expected collision rate. This data indicates that this roadway has an accident history that is significantly lower compared to similar roadways in California.

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Speed Limit:

Based on the Engineering and Traffic Survey adopted by City Council through Ordinance 2003-001 and Resolution 2003-R073, on August 25, 2003, the posted speed limit for both directions of Sawtelle Boulevard, between the City boundary east of Ballona Creek and Sepulveda Boulevard, is 35 miles per hour. Staff was unable to collect new traffic data to determine the current speed profile of this road segment, since traffic data is typically collected at times other than the Summer (so that school-related traffic is reflected in the data collection effort).

The 2003 85th percentile speeds were as follows:

SAWTELLE BLVD, BETWEEN SEPULVEDA BLVD AND THE CREEK		
	EASTBOUND	WESTBOUND
2003 85 th PERCENTILE SPEEDS	39.7	37.8

Absent new traffic data, it is staff's opinion that the existing posted speed limit on Sawtelle Boulevard is appropriate.

Having determined that Sawtelle Boulevard is compliant with standard engineering practice, and that the Collision Rate is significantly below the Statewide expected rate, the data indicate that the accident potential for Sawtelle Boulevard, between Sepulveda Boulevard and Ballona Creek, is not excessive.

Nevertheless, if the City Council desires to discuss traffic mitigation actions that are optional enhancements, staff provides the following list.

OPTIONS FOR DISCUSSION

1. Crosswalks at Uncontrolled Intersections (without STOP signs or traffic signal)

In the field of traffic engineering, there has been considerable thought given to whether providing marked (painted) crosswalks increases or decreases pedestrian safety at uncontrolled intersections (intersections without a traffic signal or STOP sign). Research results since the early 70's of a multi-year, multi-location study suggests that marked crosswalks, without traffic control, give pedestrians a false sense of security, (Herms, B. Pedestrian Crosswalk Study: Accidents in Painted and Unpainted Crosswalks, Record No. 406, Washington, DC: Transportation Research Board, 1972). According to this research and more recent studies, this false sense of security often causes

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pedestrians to step off the curb and into the roadway expecting drivers to stop. At such crossing locations, pedestrians reduce their prudence, being less cautious when crossing at uncontrolled marked crosswalks than at uncontrolled locations where no marked crosswalks exist.

There is a diversity of opinion in the field of traffic engineering in regards to this topic. For example, some research has suggested that the risk is about equal at marked and unmarked crosswalks, while other research indicates that the risk of vehicle-pedestrian collisions is three times greater at marked crosswalks than at unmarked crosswalks. Given this, the City has opted for the more cautious approach to best protect pedestrians in Culver City. Over the last three decades, the City's policy has been that marked crosswalks may be installed only in conjunction with warranted STOP signs or warranted traffic signals. In accordance with this policy, in the 70's and 80's, the City removed marked crosswalks at uncontrolled intersections.

Therefore, it is not recommended that crosswalks be painted independent of traffic control.

2. *Speed Humps and Speed Tables*

Speed Humps are 12 feet wide in the direction of travel, and Speed Tables are 22 feet wide; both are almost three inches high, and may be installed on streets that are less than 40 feet wide from curb-to-curb. These physical devices are intended for residential streets and not for arterial roads, such as Sawtelle Boulevard.

Often, speed tables are used on residential streets that have a bus route because they cause a less abrupt vertical deflection. Generally, our experience in Culver City shows that speed humps reduce the 85th percentile speeds to near the 25 miles per hour speed limit on residential streets, and speed tables reduce speeds to about 30 miles per hour.

These devices are not appropriate for secondary arterial streets. Staff does not recommend them for Sawtelle Boulevard.

3. *Transverse Rumble Strip and 35 MPH Pavement Legend and Hill Blocks View signage.*

Rumble strips are created with a series of raised pavement markers in the roadway. They give the motorist audible and tactile warning of a special traffic situation ahead, such as the need to reduce speed. Although sizes vary, rumble strips may be created by a series of three- or four-inch diameter

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ceramic circles, with a dome-shaped top that is about $\frac{3}{4}$ of an inch in height, epoxied onto the roadway surface in rows and columns, and cover an area of 50 to 60 feet, installed at four- to six-foot intervals.

Transverse Rumble Strips could be used in advance of the bridge, to call drivers to attention and make them aware of the visibility near the vertical curve at the bridge. For the eastbound approach to the bridge, if this approach is desired by the City Council, staff would need to request the Los Angeles Department of Transportation (LADOT) to install the transverse rumble strips in their jurisdiction for eastbound traffic. To complement the transverse rumble strip, a "35 MPH" pavement legend can be installed approximately 100 feet past the Transverse Rumble Strip, and "Hill Blocks View" and advisory speed limit signs could be installed.

Although Transverse rumble strips can be effective tools, when used in certain locations, not all locations are appropriate for their installation. Transverse rumble strips cause noise every time a vehicle drives over them. The noise can be a disturbance to the surrounding residential neighborhood. For this reason, staff does not recommend the installation of transverse rumble strips.

4. *All-Way STOP Control, Red Flashing Beacon, and Marked Crosswalk on Sawtelle Boulevard at McDonald Street*

The basic purpose of STOP signs is to assign the right-of-way at intersections. The prerequisite to installing a STOP sign is that the location must meet the State of California's warrants (justification criteria), as set forth in the Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.05. Included among several other criteria is a requirement that (1) a minimum of 300 vehicles enter the intersection from both approaches of the major road, during each of any eight hours during a typical day, and (2) that 200 units (vehicles, bicyclists, and pedestrians) enter the intersection from both approaches of the minor road, for the same eight hours. STOP signs work best at intersections of two streets that are about equal in traffic volume. Another criterion is the presence of a crash problem, as evidenced by five or more reported crashes that are susceptible to correction by STOP sign installation, such as right angle accidents and accidents caused by left-turn violations in the previous 12-month period.

These criteria are a relatively high volume and crash history that are not met in most Culver City intersections, and the criteria to justify STOP sign control at the intersection of McDonald Street/Sawtelle Boulevard are not met.

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The installation of unwarranted STOP signs, for purposes other than right-of-way assignment, such as to control the speed of traffic, have been found to have the following characteristics:

- A. They don't reduce speeds, except in the immediate vicinity of the STOP signs;
- B. Because of the lack of side street traffic, they are frequently violated by drivers who don't stop or just roll through;
- C. Are detrimental to safety in their vicinity;
- D. Increase speeds between STOP signs, according to before and after studies, as drivers try to make up for lost time;
- E. May decrease compliance at warranted STOP signs; and
- F. May increase the City's risk of exposure to tort liability.

The use of STOP signs for speed control is not supported by the CA MUTCD.

For the reasons indicated, staff does not recommend the installation of STOP signs on Sawtelle Boulevard at McDonald Street.

The CA MUTCD, Section 2B.07 Option C, provides that "Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop" may be considered in an engineering study, to determine if STOP control is appropriate. While the vertical curvature at the bridge over Ballona Creek causes a special circumstance that impacts seeing conflicting cross traffic and therefore allows for further consideration of a STOP sign installation, it is the same qualifying condition that causes staff to be concerned about placing STOP signs at McDonald Street.

If a STOP sign were installed at this intersection, traffic on eastbound Sawtelle Boulevard approaching the bridge may not see cars stopped past the vertical curvature in time to come to a complete stop. Staff is concerned that there may be an increased incidence of rear-end collisions if a STOP sign were installed. Further, a car that is impacted from behind may be pushed into the crosswalk and potentially collide with crossing pedestrians. Additionally, during past NTMP efforts, the residents of McDonald Street had expressed concerns regarding cut-through traffic, in spite of small islands that make a right turn challenging and signage that prohibits right-turns.

Because of the above reasons, staff does not recommend the installation of STOP signs and the painting of marked crosswalks at this location.

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However, there are a number of improvements that staff recommends due to the undesirable sight-distance caused by the vertical curvature of the bridge, and they are listed at the end of the following section.

OPTIONS FOR DISCUSSION – ITEMS RECOMMENDED

5. *Post Additional Regulatory Speed Limit Signs*

The installation of additional regulatory speed limit signs would remind drivers of the legal posted speed limit on Sawtelle Boulevard. If drivers are more aware of the speed limit, they are more likely to comply with it. Nevertheless, these types of signs do not have a significant impact on driver behavior, by themselves. Motorists drive at speeds that they consider reasonable, comfortable, and safe, under the existing conditions, at the time.

The City Council may wish to consider this option in conjunction with other options in this section.

6. *Install Flashing Beacon Over the Existing Speed Feed-Back Signs*

Speed Feed-Back signs with flashing beacons have been shown to influence the reduction of speeds for only a period of time. Flashing beacons could be installed over the existing Speed Feed-Back signs. Because over time, the effect is reduced, the City Council may wish to consider this option in conjunction with other options in this section.

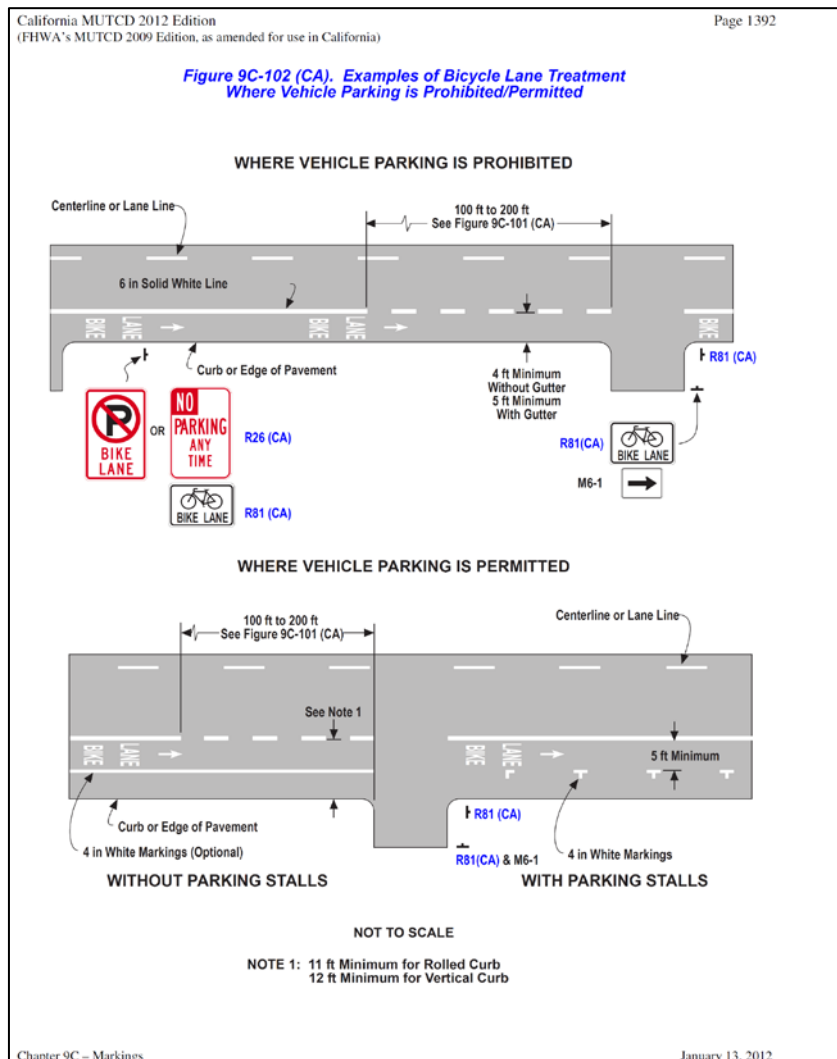
7. *Stripe Bicycle Lanes on Sawtelle Boulevard*

Narrower travel lanes have been found to reduce motorists' speeds. Sawtelle Boulevard could be striped with a bicycle lane in each direction, from near Sepulveda Boulevard to Ballona Creek, with the goal of making connections to existing bike facilities, such as to 1) the Ballona Creek Class I bicycle path, via the access gate on Culver Drive, located west of the bridge and south of Sawtelle, at the intersection with Purdue Avenue; 2) the goal of connecting to the Class I Culver Boulevard Bike Path to the west, and 3) to Sepulveda Boulevard and Jefferson Boulevard to the east.

The lane assignments and roadway profile could be: 7.5' parking lane + 5' bike lane + 10.5' travel lane + 10' painted two-way lane + 10.5' travel lane + 5' bike lane + 7.5' parking lane, for a total of 56' curb-to-curb roadway width. This treatment would require the removal of the existing edge striping, diagonal pavement arrows, and the restriping of the two-way left turn lane.

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The City Council may wish to consider this option in conjunction with other options in this section.



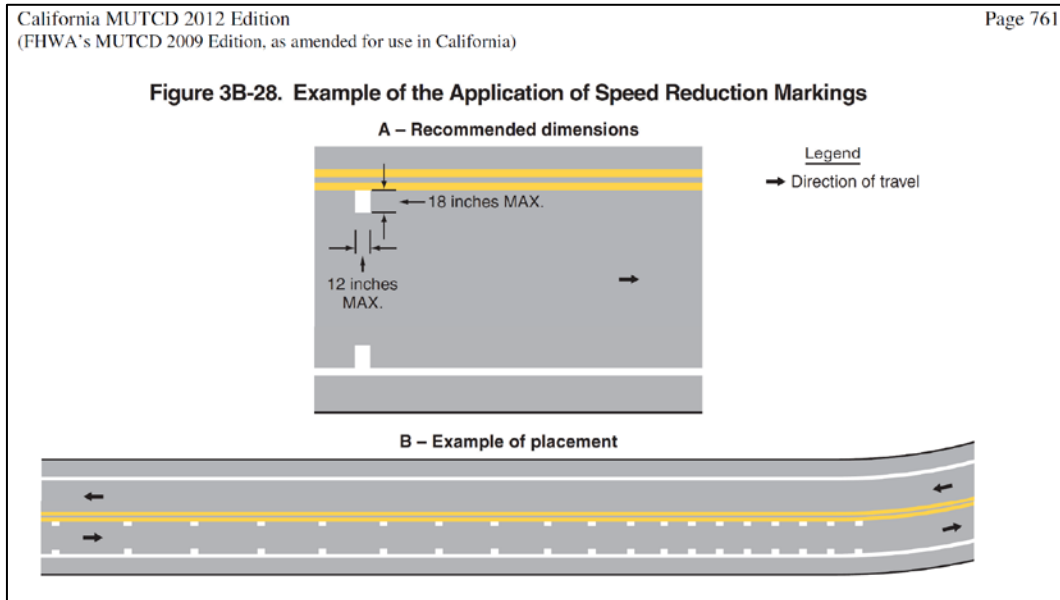
8. ***Install Speed-Reduction Striping***

The 2012 CA MUTCD, Section 3-B.22, contains a new striping treatment for speed-reduction, which causes the perception of traveling at high speeds and is designed to encourage a reduction of traveling speeds. This perception is created by striping rectangular pavement markings progressively closer to each other over a length of road where speed reduction is desirable. (See the graphic below.) Speed-Reduction Striping could be installed on the eastbound direction of Sawtelle Boulevard, between McDonald Avenue and

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Hayter Avenue and on a westbound direction between the alley near Sepulveda Boulevard and Blanco Way.

The City Council may wish to consider this option in conjunction with other options in this section.



9. *Install Traffic Signal and High Visibility Marked Crosswalk on Sawtelle Boulevard at the off-set intersection of Blanco Way-Hayter Avenue*

The CA MUTCD, Chapter 4C, establishes the State warrants that must be met to justify a signal installation. Based on traffic data collected during previous NTMP efforts, staff's experience with the neighborhood, and observations of traffic and pedestrian patterns across Sawtelle Boulevard, "Warrant 5 – School Crossing" and "Warrant 6 – Coordinated Signal System" are satisfied.

Based on the above CA MUTCD Warrants being satisfied, and staff's engineering judgment, a traffic signal is justified at the offset intersection of Blanco Way-Hayter Avenue/Sawtelle Boulevard. Additionally, high visibility marked crosswalks would be installed with the traffic signal. However, constructing a traffic signal is not within the current fiscal year's funding; it will need to be programmed for next fiscal year, or for when the City Council considers it appropriate.

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In the interim, staff proposes that a three-way STOP be installed on Sawtelle Boulevard at Hayter Avenue until a traffic signal is constructed. The CA MUTCD supports this progressive effort in Section 2B.07 Multi-Way Stop Applications, subparagraph A: "Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal."

A three-way STOP and high visibility crosswalks could be installed within the next two weeks without flashing red beacons, or within the next three months with flashing red beacons, but contingent upon the hiring a contractor for the installation of poles and beacons. Additionally, STOP AHEAD signs would be installed on each approach to the new proposed interim STOP.

PW/Engineering has contracts with a few engineering firms to be used on an on-call basis, when their services are needed. When funding has been secured, one of these on-call engineering firms can be retained to do the signal design and preparation of specifications during the first half of the fiscal year in which funding is allocated for a new traffic signal, and a contractor can be hired to construct the traffic signal during the second half of that fiscal year.

When the traffic signal is installed, the proposed operation of the signal would be to "rest in green" for Sawtelle traffic. When the approaching traffic travels at a speed of 40 mph or greater, the signal would turn red, and remain in red for approximately 8 seconds. This red time is sufficient to discourage speeding, while brief enough to not encourage cut-through traffic to escape to side streets due to the perceived delay. The signal would be caused to turn red by the installation of two sets of loop detectors that the signal controller would use to calculate the approach speed of traffic. If the approach speed is less than 37.5 mph, the signal would remain in green. (The 2.5 mph tolerance above the posted speed limit is to accommodate speedometer variances in calibration). The advantage to this type of signal would be that the signal would minimize disruption to traffic flow on Sawtelle, help to reduce the average speed of vehicles while providing for minor street and pedestrian crossings when called for.

Signage would be installed on both approaches, indicating that the signal is timed to 35 mph.

From a pedestrian perspective, a traffic signal (and the interim three-way STOP) at Hayter Avenue would accommodate children and adults who walk or bike to and from El Marino School on the most direct common route to and

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from school, plus provide opportunities for others to cross at a mid-point on this segment of Sawtelle Boulevard.

Concerns regarding traffic volume increase on Hayter Avenue

As mentioned earlier in this report, when the idea of a traffic signal at Blanco Way was discussed over the last 15 years, several residents on Hayter Avenue expressed concerns that there will be an increase of cut-through traffic from eastbound Sawtelle Boulevard to southbound Hayter Avenue, to eastbound Berryman Avenue, and then, to Sepulveda Boulevard. This potential cut-through traffic route, unlike other residential intersections with Sawtelle Boulevard that have peak-hour turn restrictions, could not be mitigated with peak-hour turn restriction signs because Hayter Avenue is a common route for traffic to and from El Marino School.

A related concern expressed by Hayter residents when a traffic signal was proposed on Sawtelle Boulevard at Hayter Avenue was that traffic may increase on Hayter Avenue, as drivers from within Sunkist Park will use it to gain access to Sawtelle Boulevard.

The City Council may wish to consider this option in conjunction with other options in this section.

10. *Enhancements near the bridge*

This item does not require City Council action and the items listed will be pursued by staff for installation. They are listed here for your information.

- A. To further discourage pedestrian crossings on Sawtelle Boulevard, at McDonald Street, staff will install larger "NO PEDESTRIAN CROSSING" signs to replace the two existing signs. Additionally, staff will install two similar large signs, back-to-back, in the raised median, facing pedestrians who might be considering crossing at McDonald.
- B. Staff recommends that complementary signs be installed, below the "NO PEDESTRIAN CROSSING" signs, and that the new signs direct El Marino school pedestrian traffic to cross at Hayter Avenue, if the City Council directs the installation of a traffic signal and an interim STOP sign and high visibility crosswalk.
- C. Staff recommends that the curb face of the raised median on Sawtelle Boulevard, at McDonald Street be repainted solid white with an application of retroreflective glass beads.

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- D. Staff recommends that the City Council direct staff to contact the City of Los Angeles and work with them to:
1. Post large “NO PEDESTRIAN CROSSING” signs at the drive approaches leading to the service driveways for La Ballona Creek.
 2. Post signs, in advance of the vertical curve at the bridge, that indicate “HILL BLOCKS VIEW,” plus a complementary sign advising a traveling speed of 25 MPH.
 3. Paint a “25 MPH” advisory pavement legend, in advance of the bridge.
- E. An identical installation of items D.2 and D.3 will be installed in Culver City for westbound traffic in advance of the vertical curve at the creek.

11. Increased Police enforcement on Sawtelle Boulevard

One final option, in conjunction with others or on its own, is for the City Council to direct the Police Department to increase enforcement of traffic laws on the subject segment of Sawtelle Boulevard.

FISCAL ANALYSIS:

The table below itemizes the recommended proposals and the estimated cost of each. The items proposed may be installed individually or collectively, as per Council’s direction. The amount of funding remaining in the Playa Vista/Sunkist Park Neighborhood Traffic Mitigation account, funding eligible for these improvements, is \$259,577.22.

	RECOMMENDED ITEMS FOR CONSIDERATION	ESTIMATE
5.	Post Additional Regulatory Speed Limit Signs on both approaches of Sawtelle Boulevard;	\$500
6.	Install Flashing Beacon Over the two Existing Speed Feed-Back Signs;	\$3,000
7.	Stripe Bicycle Lanes on Sawtelle Boulevard, from near Sepulveda Boulevard to the City boundary near the	\$15,000

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	bridge of Ballona Creek;	
8.	Psycho-perceptive Striping – Speed-Reduction Striping on both approaches of Sawtelle Boulevard, for the segments proposed in the report;	\$2,500
9.	Option A: Interim three-way STOP sign and high visibility marked crosswalks at Hayter Avenue/Sawtelle Boulevard; OR Option B: Interim three-way STOP sign, high visibility marked crosswalks, and flashing red beacons on Sawtelle Boulevard at Hayter Avenue; and	\$4,500 \$19,500
10.	Direct staff to explore if funding can be included in next fiscal year's budget, and direct the installation of a Traffic Signal and High Visibility Marked Crosswalk on Sawtelle Boulevard at the off-set intersection of Blanco Way-Hayter Avenue, when funding has been secured, and the removal of the interim three-way STOP control.	\$325,000

The total cost of funding the recommended items 5 through 9A or 9B, during the current fiscal year, is from \$25,500 to \$40,500, depending on if Item 9A or 9B is directed by the City Council. There are sufficient funds available to fund either amount in Sunkist Park/Playa Vista Mitigation Fund account; however, a budget amendment appropriating the funds will be required.

MOTIONS:

That the City Council:

1. Discuss the various options presented by staff and provide staff with appropriate direction;

AND

2. Direct staff to install:

- a. Item 5, posting of Regulatory Speed Limit Signs;

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- b. Item 6, installation of yellow flashing beacons over the two existing Speed Feed-Back signs;
- c. Item 7, the striping of bicycle lanes;
- d. Item 8, the striping of psycho-perceptive speed-reducing striping; AND

3.A. Direct staff to explore if funding can be included in next fiscal year's budget, and direct the installation of a traffic signal and high visibility marked crosswalks on Sawtelle Boulevard, at the off-set intersection of Blanco Way-Hayter Avenue, when funding has been secured, and the removal of the interim three-way STOP control; AND

3.B. If staff is directed to install a traffic signal and high visibility marked crosswalks, then, as an Interim measure,

3.B.i. Item 9, Option A: Direct staff to install Interim All-Way STOP control and marked high visibility crosswalks; OR

3.B.ii. Item 9, Option B: Direct staff to install Interim All-Way STOP control, flashing red beacons, and marked high visibility crosswalks;

AND

- 4. Approve a budget amendment and appropriation of funds from the Sunkist Park/Playa Vista Mitigation Fund, not to exceed \$25,500 if Items 5, 6, 7, 8, and 9 Option A are directed for installation; or \$40,500 if Items 5, 6, 7, 8, and 9 Option B are directed for installation, in the 2012-2013 fiscal year (a budget amendment requires a 4/5 vote).