MEETING DATE: 05/12/14

AGENDA ITEM: Adopt a Resolution of the City Council of the City of Culver City, California, approving an application for grant funds through Caltrans Active Transportation Program for the Safe Routes to School Infrastructure and Non-Infrastructure improvements at La Ballona Elementary School, the Bicycle Improvements along Braddock Drive and the development of a citywide Americans with Disabilities Act (ADA) Transition Plan.

ATTACHMENTS

		Pages
1	Resolution	1 – 2
2	Project Presentation and Site Improvements	3 – 25

RESOLUTION NO. 2014-R_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING AN APPLICATION FOR GRANT FUNDS THROUGH CALTRANS ACTIVE TRANSPORTATION PROGRAM FOR THE SAFE ROUTES TO SCHOOL INFRASTRUCTURE AND NON-INFRASTRUCTURE IMPROVEMENTS AT LA BALLONA ELEMENTARY SCHOOL, THE BICYCLE IMPROVMENTS ALONG BRADDOCK DRIVE AND THE DEVELOPMENT OF A CITYWIDE AMERICANS WITH DISABILITIES ACT TRANSITION PLAN.

WHEREAS, Caltrans has provided funds for the Active Transportation Program in the State of California ("Grant Program"); and

WHEREAS, Caltrans has the responsibility for the administration of this Grant Program, establishing necessary procedures; and

WHEREAS, said procedures require the City of Culver City to certify, by resolution, the approval of the application before submission of the application(s) to the State; and

WHEREAS, the application is for grant funds for costs associated with i) Safe Routes to School Infrastructure and Non-Infrastructure improvements at La Ballona Elementary School; ii) Bicycle Friendly Improvements along Braddock Drive; and iii) the development of a citywide Americans with Disabilities Act Transition Plan (collectively, the "Projects"); and

WHEREAS, if the application is approved by Caltrans, the City of Culver City, will enter into an Agreement with Caltrans to carry out the execution of the Projects.

NOW, THEREFORE, the City Council of the City of Culver City DOES HEREBY RESOLVE:

1. The filing of an application for grant funds through Caltrans Active Transportation Program is hereby approved; and

1

2. The City of Culver City hereby certifies that it understands the assurances and certification in the application form; and

3. The City of Culver City hereby certifies that it will have sufficient funds, as required by the Grant Program, to execute the Projects or will secure the resources to do so; and

4. The City of Culver City hereby certifies the Projects will comply with any applicable laws and regulations; and

5. The City Council hereby appoints the City Manager, or his designee, to conduct all negotiations, and to execute and submit all documents including, but not limited to, applications, agreements, amendments, payment requests and so forth, which may be necessary for the execution of the projects.

APPROVED and ADOPTED this _____ day of _____ 2014.

MEGHAN SAHLI-WELLS, Mayor
City of Culver City, California

ATTEST:

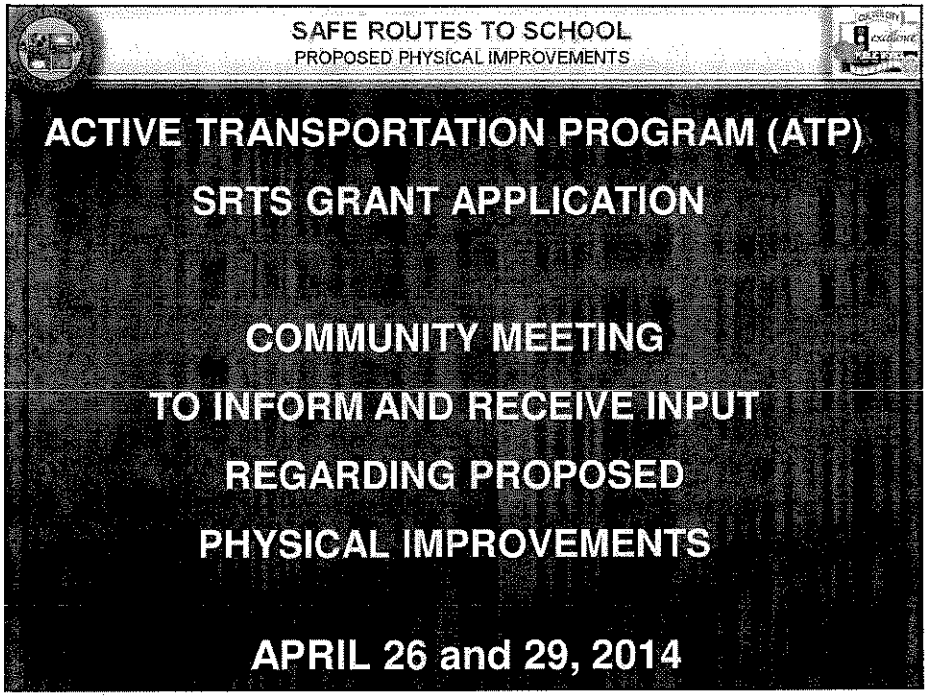
MARTIN R. COLE, City Clerk

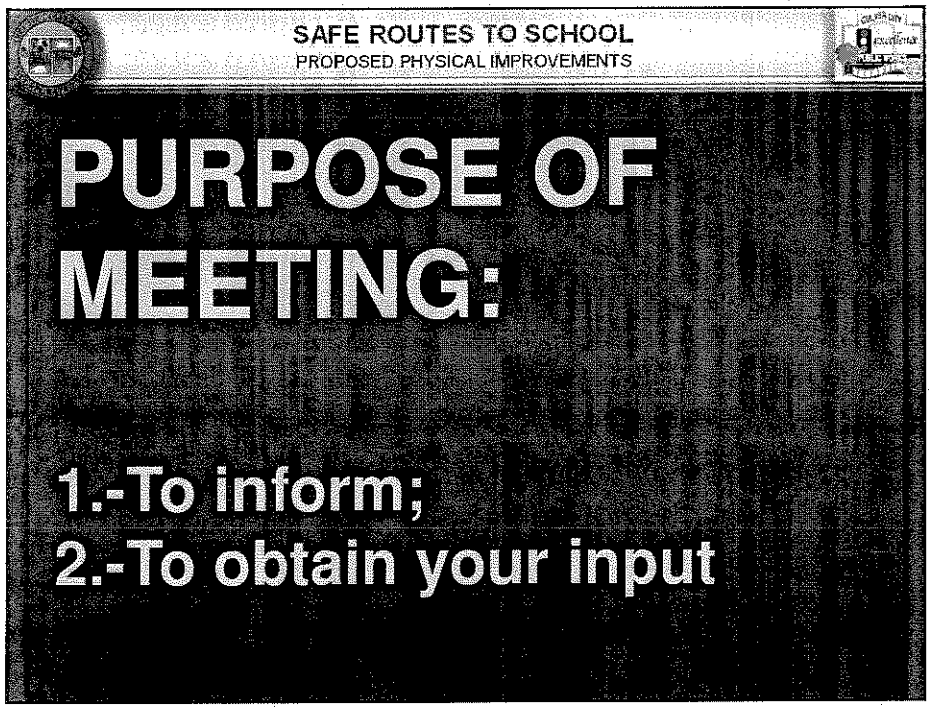
APPROVED AS TO FORM:

for CAROL A. SCHWAB, City Attorney

A14-00361

2


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS
ACTIVE TRANSPORTATION PROGRAM (ATP)
SRTS GRANT APPLICATION
COMMUNITY MEETING
TO INFORM AND RECEIVE INPUT
REGARDING PROPOSED
PHYSICAL IMPROVEMENTS
APRIL 26 and 29, 2014


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS
PURPOSE OF MEETING:
1.-To inform;
2.-To obtain your input

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

ATP
SAFE ROUTES TO SCHOOL

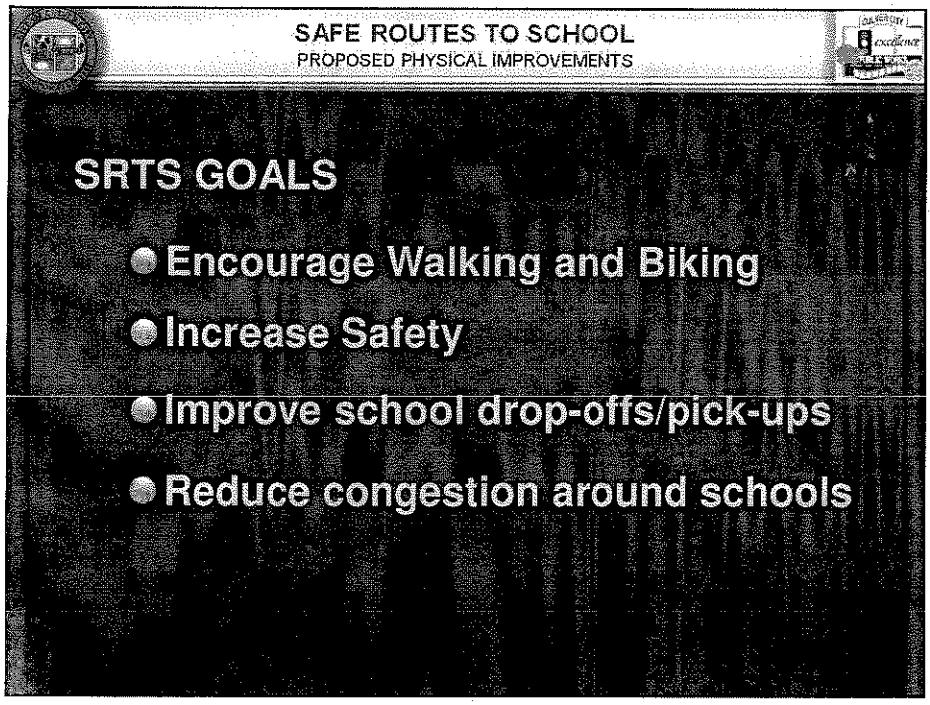
CYCLE 1 CALL FOR PROJECTS

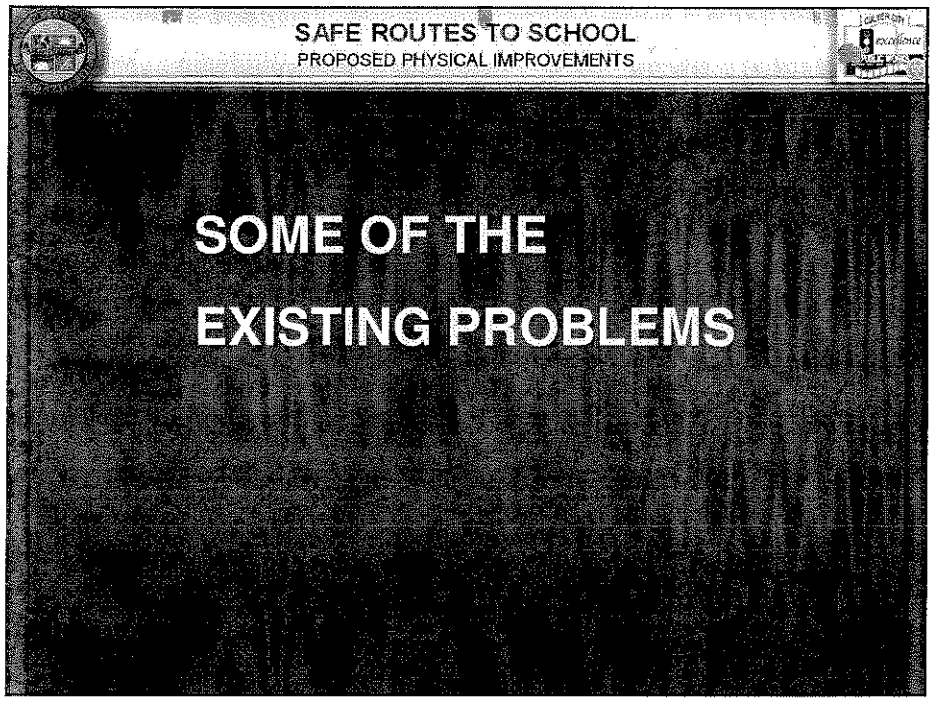
- Infrastructure
- Non-Infrastructure
- Due May 31st, 2014

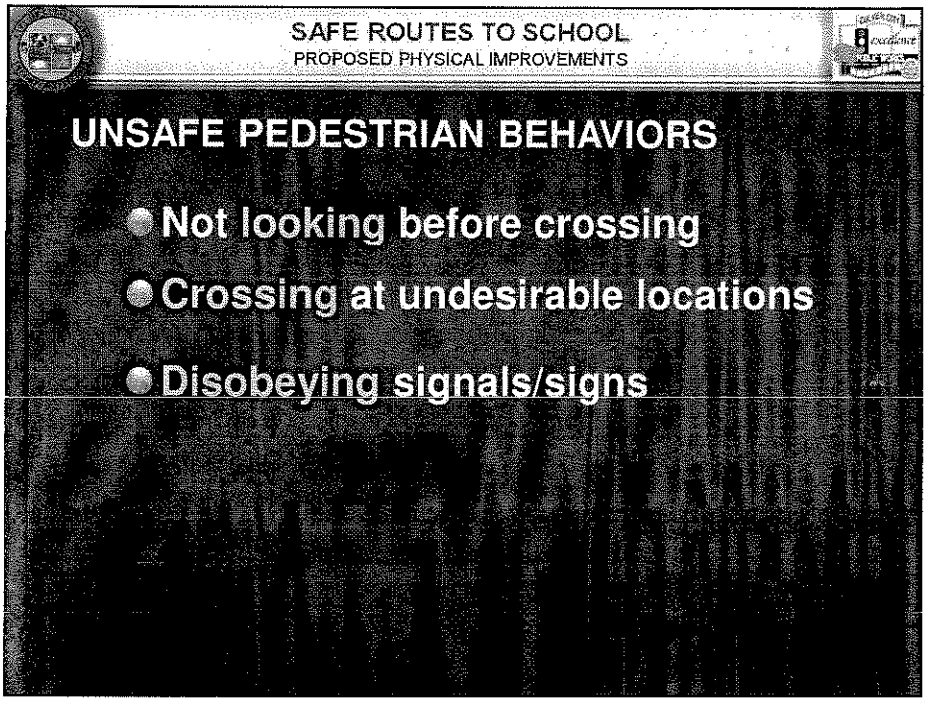
SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

SOME OF ATP'S GOALS

- Increase Walking and Biking
- Increase Safety & Mobility of non-motorized users
- Reduction of Green House Gas
- Enhance public health, including reduction of childhood obesity


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS
SRTS GOALS
Encourage Walking and Biking
Increase Safety
Improve school drop-offs/pick-ups
Reduce congestion around schools


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS
SOME OF THE
EXISTING PROBLEMS


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS
UNSAFE PEDESTRIAN BEHAVIORS
Not looking before crossing
Crossing at undesirable locations
Disobeying signals/signs


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS
UNSAFE BICYCLISTS BEHAVIORS
Riding into traffic without looking
Riding facing traffic or on sidewalks
Swerving, turning left without looking
Disobeying signs/signals
Riding too fast for conditions
No helmets

UNSAFE DRIVING BEHAVIORS

- Speeding
- Failure to yield to pedestrians
- Not making full stops at STOP signs
- Cell phone use
- Texting/reading
- Illegal parking/unloading/loading

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

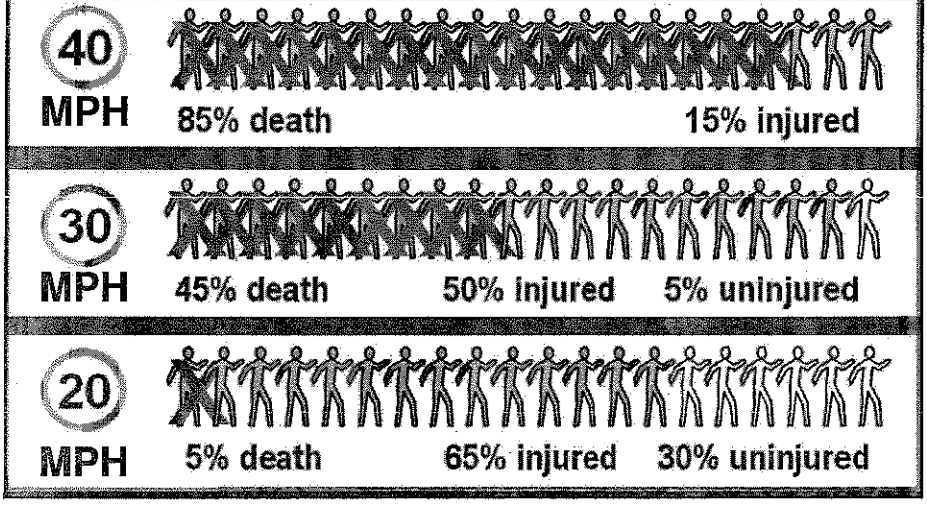
Pedestrian Injuries and Death

Vehicle Travel Speeds and Pedestrian Injuries
U . S. Department of Transportation
National Highway Traffic Safety Administration
DOT HS 809 021 October 1999
Final Report

Killing Speeds and Saving Lives,
United Kingdom DoT, 1993

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

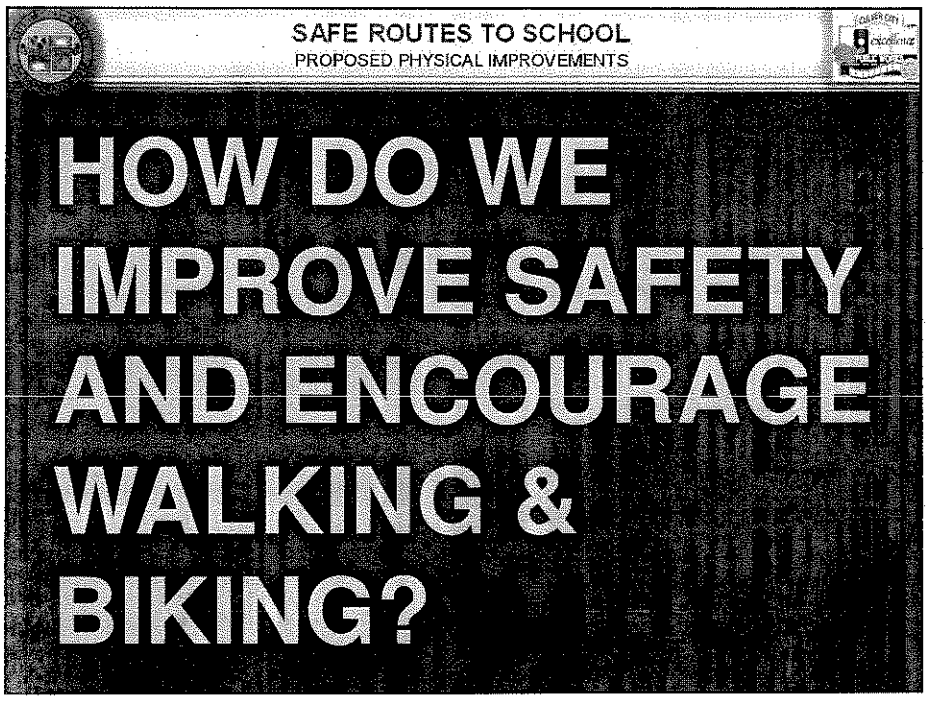
Pedestrian Injuries and Death

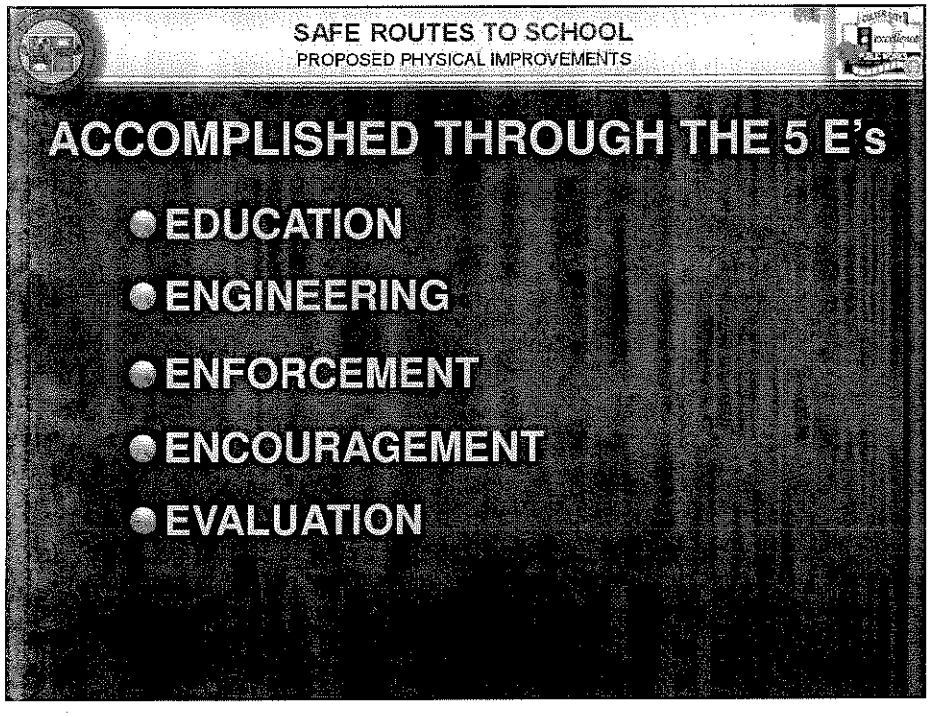


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

The Need for Safe Routes

- Early 70's 1/2 all children walked or biked to school.
- Today, about 1 out of 10.
- Today, >3x as many overweight children as there were then.
- Today, 20 to 30% of morning rush hour traffic can be parents driving children to schools.


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS
HOW DO WE IMPROVE SAFETY AND ENCOURAGE WALKING & BIKING?


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS
ACCOMPLISHED THROUGH THE 5 E's
EDUCATION
ENGINEERING
ENFORCEMENT
ENCOURAGEMENT
EVALUATION

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

SOME OF THE TOOLS TO ADDRESS THE PROBLEMS

-Curb Extensions
-High-Visibility Crosswalks
-Advance STOP bars
-Perpendicular ramping

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

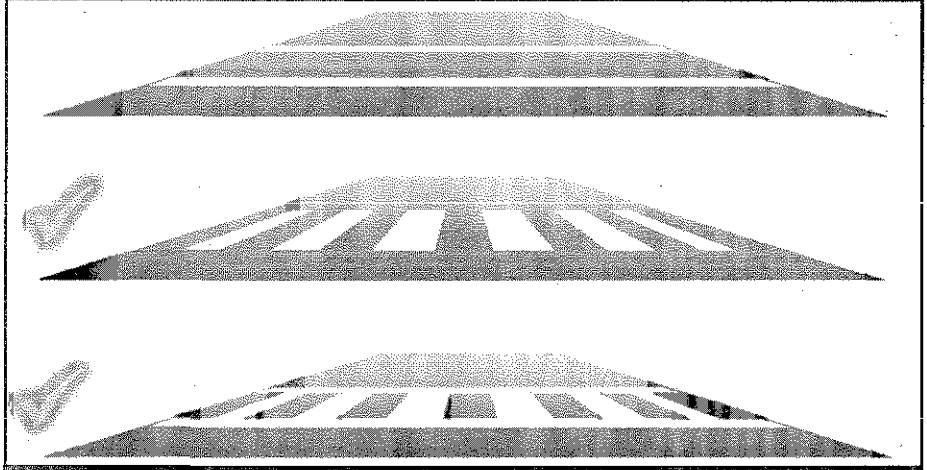
HIGH-VISIBILITY CROSSWALK MARKINGS & ADVANCED STOP BARS

CRF 19, ALL ACCIDENTS.

Source:
"Toolbox of Countermeasures and Their Potential Effectiveness to Make Intersections Safer."
Briefing Sheet 8, ITE, FHWA, (2004).

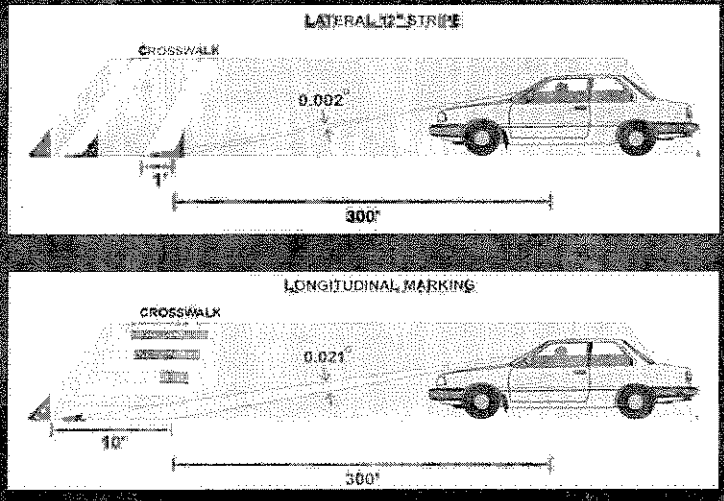
SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

HIGH-VISIBILITY CROSSWALK MARKINGS



SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

VISIBILITY OF CROSSWALK MARKINGS



Longitudinal markings are more visible to drivers.

CURB EXTENSIONS

CRF 37, ALL ACCIDENTS.

Institute of Transportation Engineers, "Toolbox of Countermeasures and Their Potential Effectiveness to Make Intersections Safer." Briefing Sheet 8, ITE, FHWA, (2004).

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

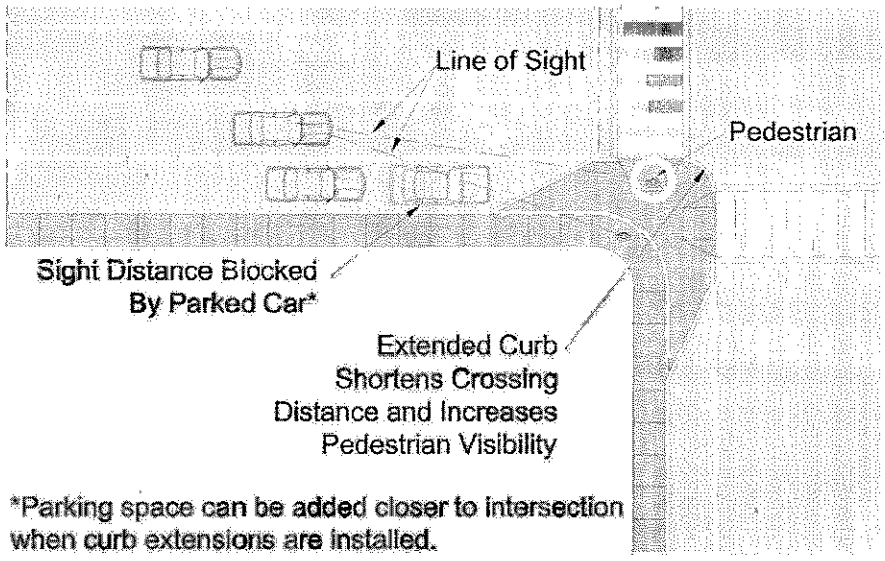
CURB EXTENSIONS

Crash Reduction Factors (CRF)

A CRF is the percentage crash reduction that might be expected after implementing a given countermeasure.

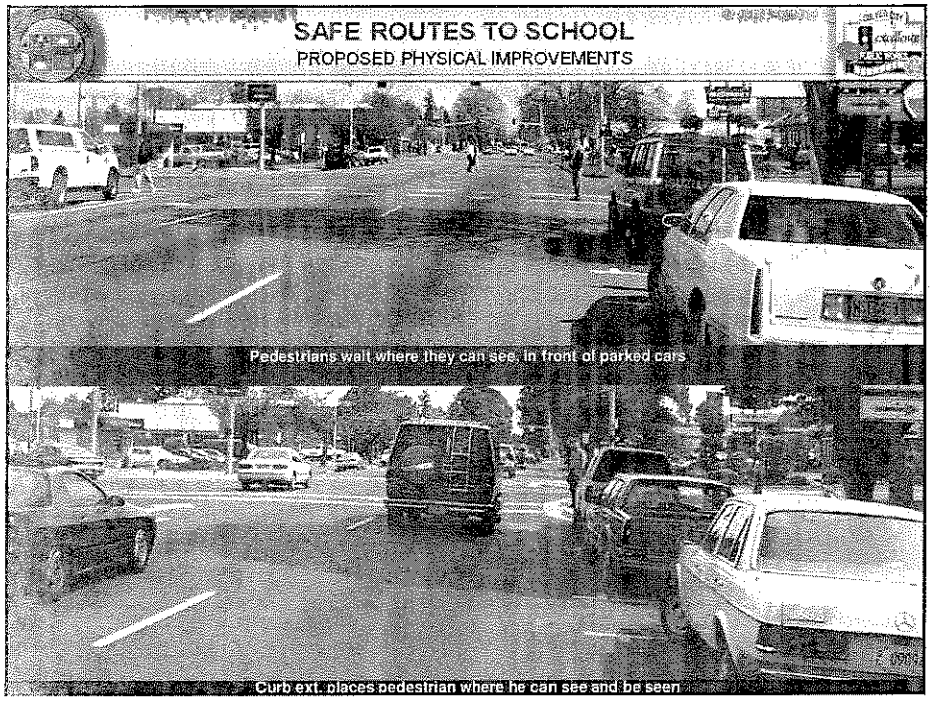
SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

EFFECTS OF CURB EXTENSIONS ON SIGHT DISTANCE



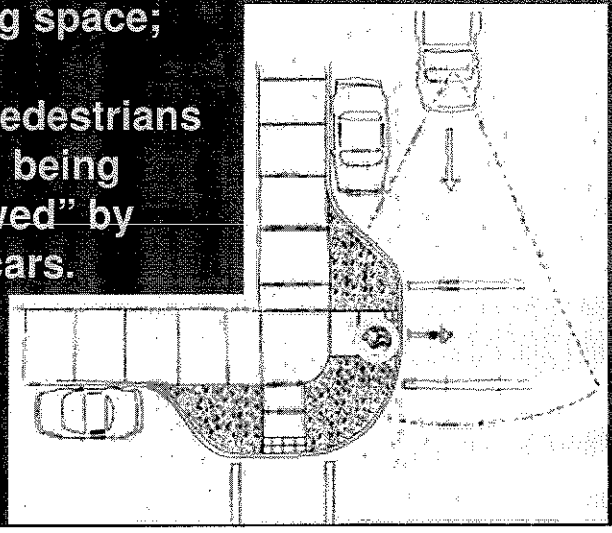
*Parking space can be added closer to intersection when curb extensions are installed.

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS



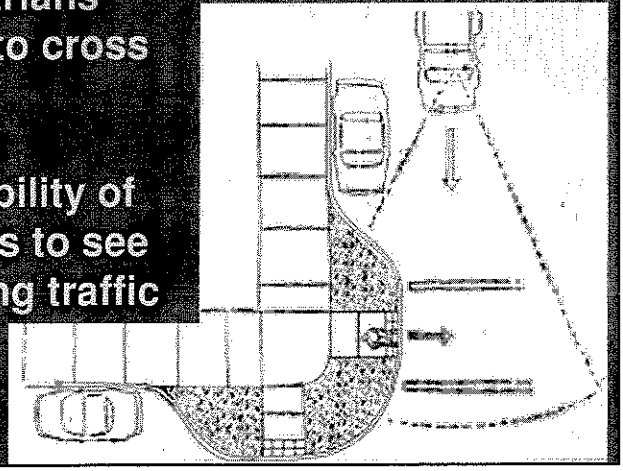
SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

- They can augment gathering space;
- Moves pedestrians out from being "shadowed" by parked cars.



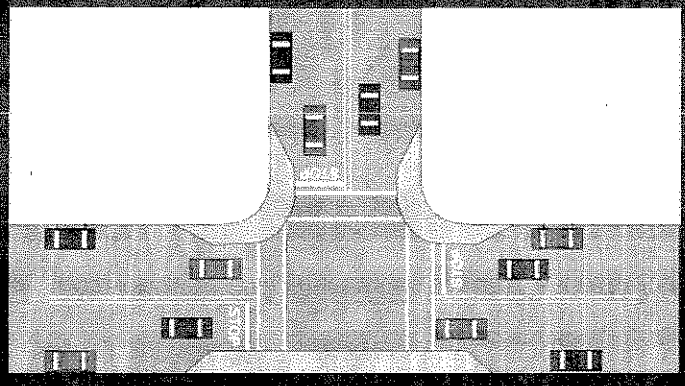
SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

- They increase ability of drivers to see pedestrians preparing to cross the street;
- Increase ability of pedestrians to see approaching traffic



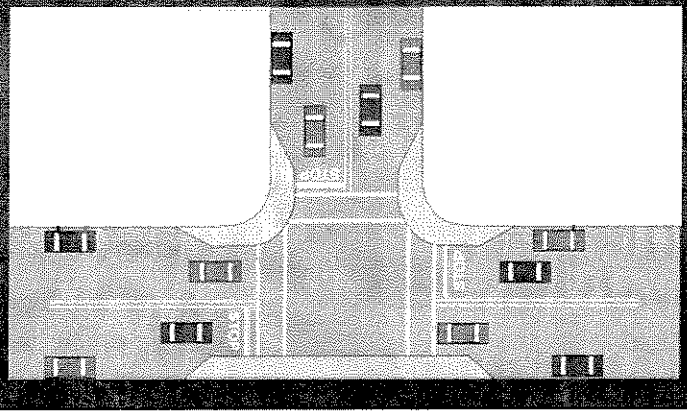
SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

- They reduce crossing distance;
- Decrease pedestrians' risk exposure.



SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

- Increases drivers ability to see cross traffic at the intersection by preventing parking up to the intersection.

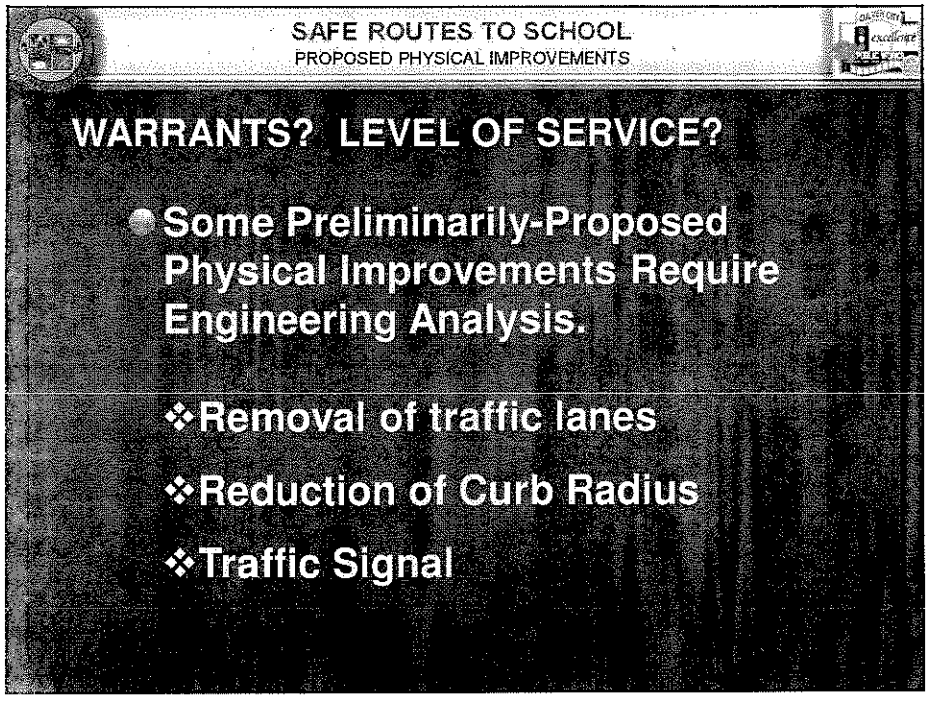


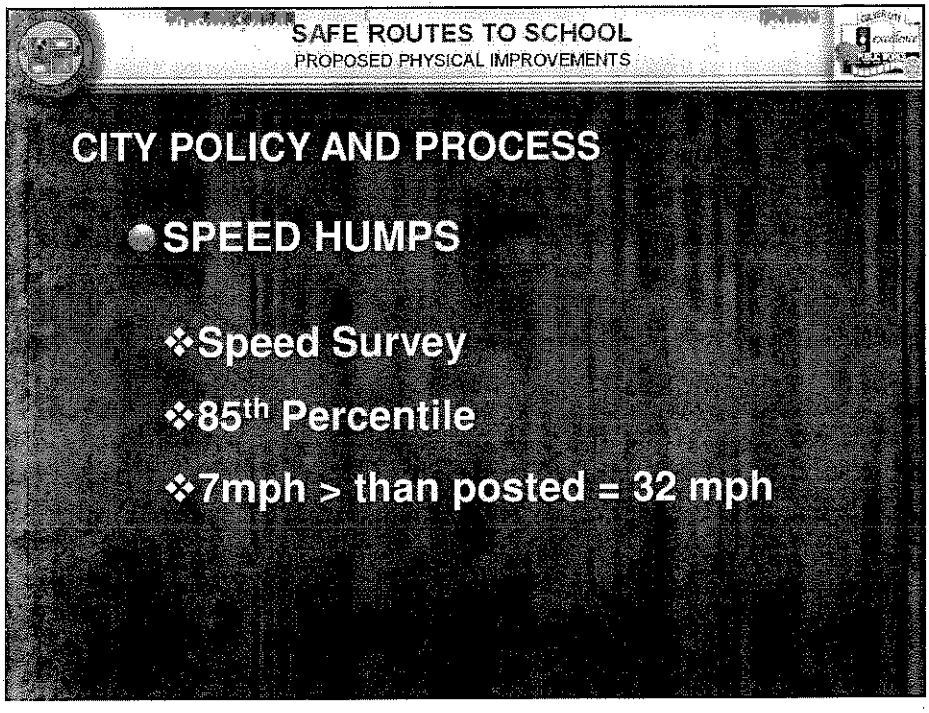
SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

- Accommodates perpendicular curb ramps;
- Reduced turn radii slow down the speeds of turning vehicles;
- Virtual right turn removed, but decreased pedestrian crossing distance means decreased vehicle delay waiting to enter intersection.

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

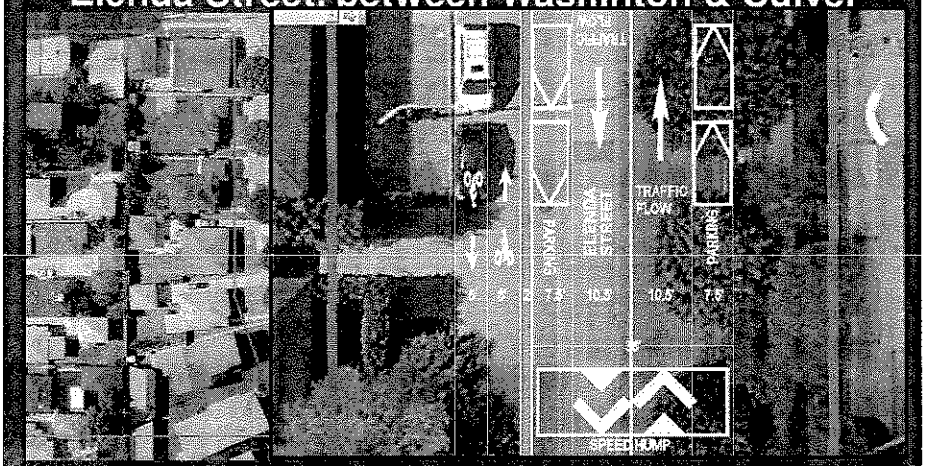
PROPOSED IMPROVEMENT LOCATIONS


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS
WARRANTS? LEVEL OF SERVICE?
Some Preliminarily-Proposed Physical Improvements Require Engineering Analysis.
❖Removal of traffic lanes
❖Reduction of Curb Radius
❖Traffic Signal


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS
CITY POLICY AND PROCESS
SPEED HUMPS
❖Speed Survey
❖85th Percentile
❖7mph > than posted = 32 mph

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

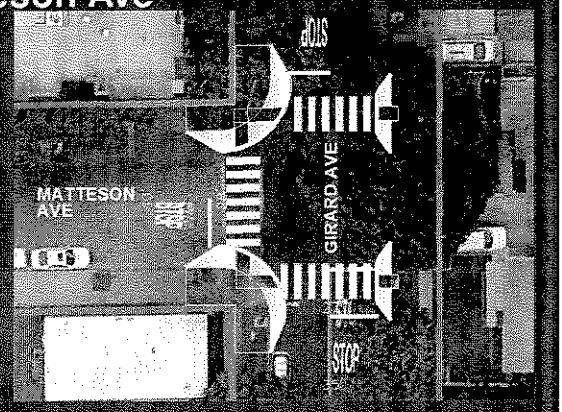
Elenda Street, between Washinton & Culver



- Cycle Track
- Speed Humps?
- Or Class II Bicycle lanes

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

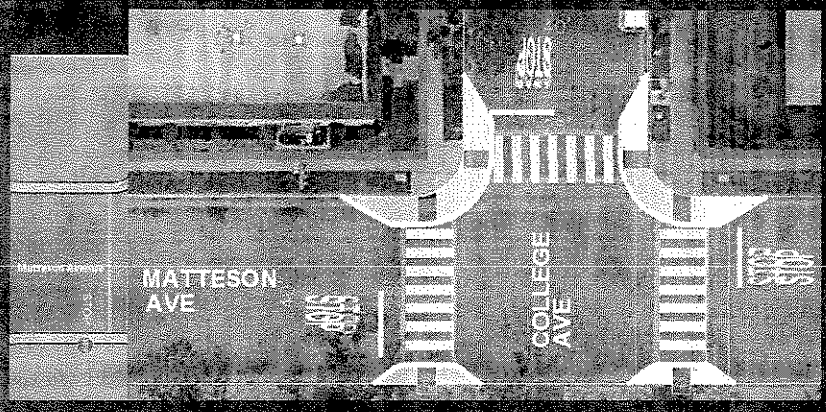
Girard Ave/Matteson Ave



- Curb Extensions
- Perpendicular Ramps
- Signage
- High Visibility Crosswalk
- Advanced Stop Bars
- Pavement Markings

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

College Ave/Matteson Ave

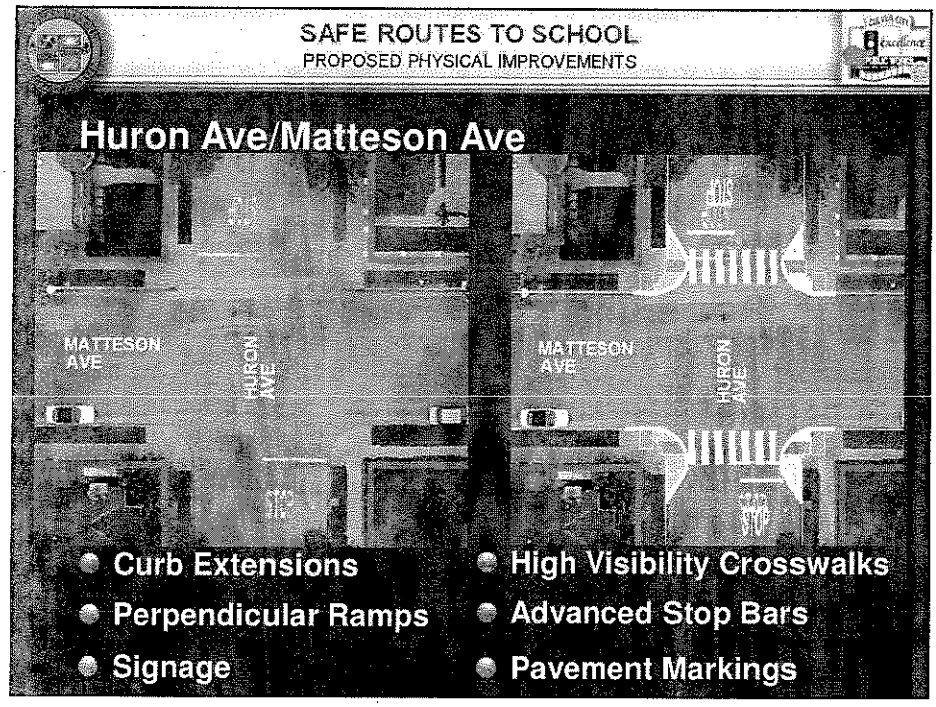


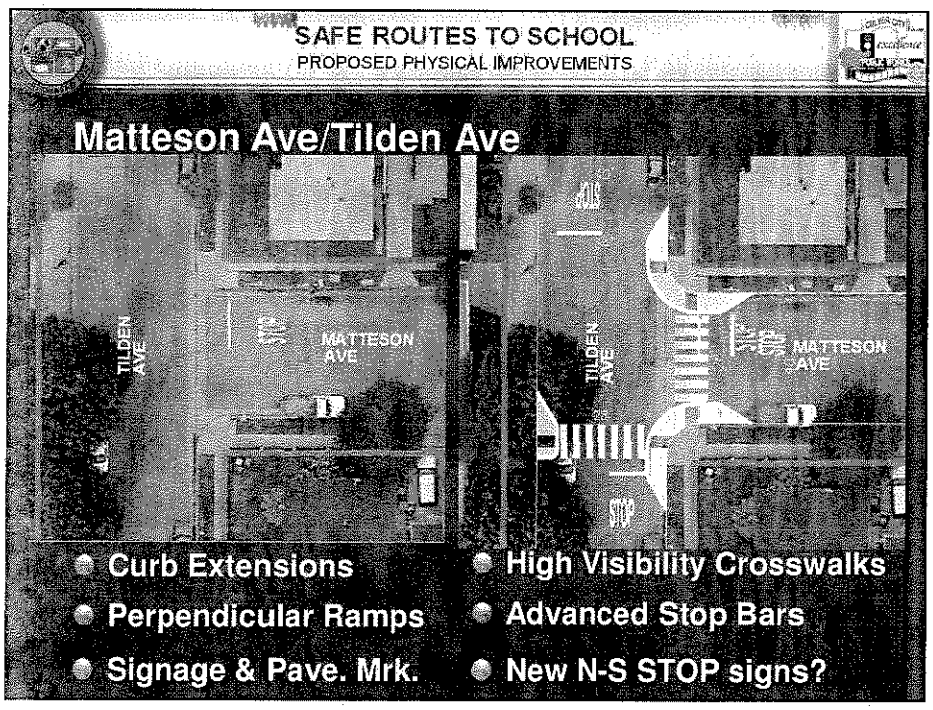
- Curb Extensions
- Perpendicular Ramps
- Raised Crosswalk
- High Visibility Crosswalk
- Advanced Stop Bars
- Pavement Markings & Signs

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Matteson Ave/Prospect Ave

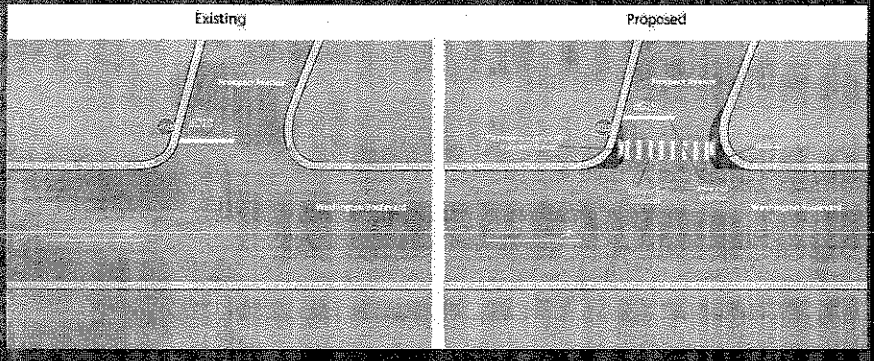
- Curb Extensions
- Perpendicular Ramps
- Signage
- High Visibility Crosswalks
- Advanced Stop Bars
- Pavement Markings


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS
Huron Ave/Matteson Ave
MATTESON AVE
HURON AVE
MATTESON AVE
HURON AVE
STOP
Curb Extensions
Perpendicular Ramps
Signage
High Visibility Crosswalks
Advanced Stop Bars
Pavement Markings


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS
Matteson Ave/Tilden Ave
TILDEN AVE
MATTESON AVE
TILDEN AVE
MATTESON AVE
STOP
Curb Extensions
Perpendicular Ramps
Signage & Pave. Mrk.
High Visibility Crosswalks
Advanced Stop Bars
New N-S STOP signs?

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

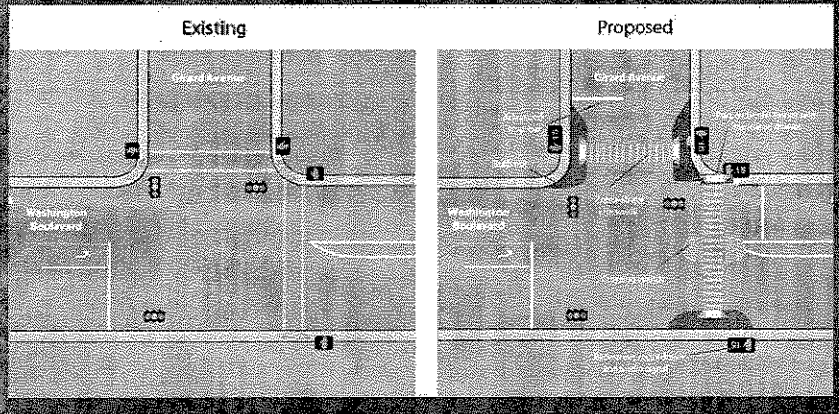
Prospect Ave/Washington Blvd



- Curb Extensions
- Perpendicular Ramps
- Signage
- High Visibility Crosswalks
- Advanced Stop Bars
- Pavement Markings

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Girard Ave/Washington Blvd



- Curb Extensions
- Perpendicular Ramps
- Ped Refuge Islands
- High Visibility Crosswalks
- Advanced Stop Bars
- Ped. Count-downs & audibles

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Elenda St/Washington Blvd

- Ped Refuge Island
- Perpendicular Ramps?
- High Visibility Crosswalks

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Overland Ave/Library and Adult School

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Overland Ave/Library and Adult School

- Curb Extensions
- High Visibility Crosswalk
- Perpendicular Ramps
- Advanced STOP Bars
- Pedestrian Refuge Island
- Full Traffic Signal

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Non-Infrastructure

- ADA TRANSITION PLAN
- AB321 REDUCTION OF SPEEDS

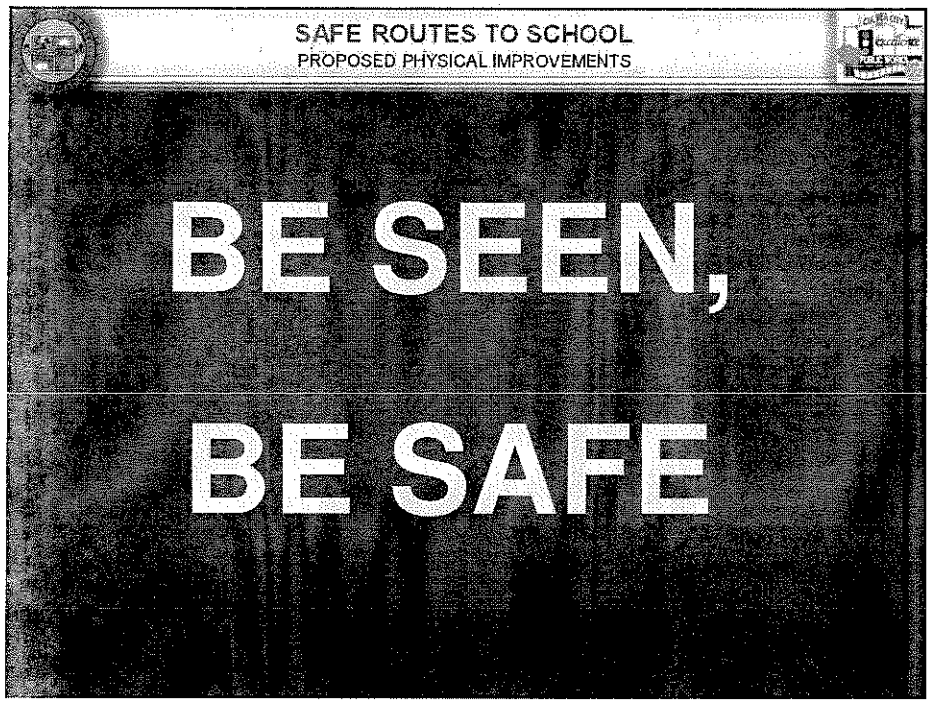
SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

Tentative Timeline

Nov. 2014	Find out if awarded grant
Summer '15	Complete funding process
Fall 2015	Release Design RFP
Fall 2015	Receive Design Proposals
Jan/Feb 2016	Award Design Contract
Summer 2016	Complete Design of Project
Fall 2016	Release RFP
Fall 2016	Receive Construction Proposals
Jan/Feb 2017	Award Construction Contract
Apr/May 2017	Start Construction

SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS

YOUR COMMENTS/INPUT


SAFE ROUTES TO SCHOOL
PROPOSED PHYSICAL IMPROVEMENTS
BE SEEN,
BE SAFE