

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

Meeting Date: 12/10/2012		Item Number: A-3	
CITY COUNCIL AGENDA ITEM: Consideration of the Installation of Shared Lane Markings (“Sharrows”) in the Sepulveda AIP Along Sepulveda Boulevard from Culver Boulevard to the City-limit Line South of Franklin Avenue			
Contact Person/Dept.: Todd Tipton/CDD; Helen Kerstein/Public Works		Phone Number: (310) 253- 5783; (310) 253-5618	
Fiscal Impact: Yes ☒ No ☐		General Fund: Yes ☐ No ☒	
Public Hearing: ☐		Action Item: ☒ Attachments: ☒	
Commission Action Required: Yes ☐ No ☒		Date: _____	
Public Notification: (E-Mail) Agenda and Meetings – City Council (12/07/12); (Mail) Chamber of Commerce (11/27/2012); (E-Mail) Culver City Bicycle Coalition (11/27/2012); (E-Mail) Bicycle and Pedestrian Listserv (11/27/2012); (Mail) Owners, Occupants and Businesses Adjacent to Sharrow Installation (11/27/2012).			
Department Approval: Sol Blumenfeld (12/04/12) Charles D. Herbertson (11/29/12)		City Attorney Approval: Carol Schwab (by H. Baker) (12/06/12)	
Chief Financial Officer Approval: Jeff Muir (12/06/12)		City Manager Approval: John Nachbar (12/07/12)	
<u>RECOMMENDATION:</u> Staff recommends the City Council consider the installation of shared lane markings (“sharrows”) in the Sepulveda Area Improvement Plan (AIP) along Sepulveda Boulevard from Culver Boulevard to the City-limit line south of Franklin Avenue and direct the City Manager as deemed appropriate. <u>BACKGROUND:</u> On March 12, 2012, the City Council considered the award of a construction contract for Sepulveda Boulevard AIP Phase III. During the public comment period, concerns were raised regarding the placement of sharrows along Sepulveda Boulevard, which is a designated truck route, as part of the Sepulveda AIP. The City Council directed staff to return with more information regarding sharrows. To date, the Sepulveda AIP has included the installation of the following streetscape enhancements, which were funded in-part by a grant from the Metropolitan Transportation Authority (MTA): • New street trees; • Mexican feather grass planters; • Benches and trash receptacles; • Sidewalk and curb ramp repair;			

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- Crosswalk improvements;
- Decorative concrete paver crosswalk at the Lindblade intersection; and
- Bicycle parking.

On November 8, 2010 the City Council adopted the Culver City Bicycle and Pedestrian Master Plan (BPMP). The BPMP identifies nearly ten miles of primary and secondary roadway suitable for sharrows improvements with over two miles designated along a stretch of Sepulveda Boulevard between Venice Boulevard and Jefferson Boulevard (Attachment 1). Construction of a bicycle sharrow route along the Sepulveda AIP will link the City's bicycle network from the Culver Boulevard Bicycle Path to the Ballona Creek Bicycle Path.

The first sharrows in Culver City were installed in summer 2011 along a designated route that connects East Culver City and the Expo Light Rail Station to Downtown Culver City (Attachment 2).

DISCUSSION:

On June 8, 2012, staff met with representatives from the Culver City Chamber of Commerce to discuss the topic of sharrows on Sepulveda Boulevard from Culver Boulevard to the City-limit line south of Franklin Avenue. Following the meeting, we were informed that the Chamber will not be taking a position on the installation of sharrows on Sepulveda at this time.

Bicyclists are currently traveling on Sepulveda Boulevard. Per the California Vehicle Code bicyclists have all the same rights and responsibilities on the roadway as motorists, including roadways designated a truck routes. Sharrows are traffic control devices designed to communicate to motorists and bicyclists that they must share the road. They remind motorists to be aware of cyclists, and remind cyclists to ride with traffic and to position themselves in a way that reduces their chances of being hit by an opening door of a parked vehicle and where they are visible to traffic approaching them from behind.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides uniform standards and specifications for sharrows and all other traffic control devices in Californiaⁱ. The City Attorney's Office has reviewed liability issues concerning the placement of sharrows along Sepulveda Boulevard, as well as elsewhere in the City, and determined that the City is not liable provided that the improvements are built to CA MUTCD standards.

FISCAL ANALYSIS:

Former Culver City Redevelopment Agency tax exempt bond proceeds from the Sepulveda AIP budget were used to fund the purchase of the thermoplastic sharrow

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markings and related signage (Program 48592910). Should the City Council approve this item this evening, Public Works staff will perform the installation.

Cost of Shared Lane Marking Improvements for Sepulveda AIP

MUTCD Shared Lane Markings ("Sharrows")	\$7,619.62
Related Way-Finding Signage	\$2,236.16
Total Cost	\$9,855.78

Thermoplastic sharrows are more durable and longer lasting than painted sharrows. However, there will be some on-going maintenance associated with the sharrows, including the reapplication of thermoplastic at the end of its useful life of approximately five years and the removal of graffiti on the related signage. This maintenance will be performed by Public Works staff as needed. Maintenance of the landscaping that is part of the Sepulveda AIP will be provided through the existing contract with Marina Landscape, Inc.

ATTACHMENTS:

1. Excerpt from the Culver City Bicycle & Pedestrian Master Plan
2. Photographs of Sharrow Installation

MOTION:

That the City Council:

Consider the installation of shared lane markings ("sharrows") in the Sepulveda AIP along Sepulveda Boulevard from Culver Boulevard to the City-limit line south of Franklin Avenue and direct the City Manager as deemed appropriate.

ⁱ Section 9C.07 of the CA MUTCD stipulates that sharrows may be used to:

- *"Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,*
- *Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,*
- *Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,*
- *Encourage safe passing of bicyclists by motorists, and*
- *Reduce the incidence of wrong-way bicycling."*