

City of Culver City, California
City Council Agenda Item Report

Meeting Date: 4/21/2008		Item Number: <u>A-2</u>	
AGENDA ITEM: Discussion and Direction to Staff regarding the Berryman Avenue Neighborhood Traffic Management Program Traffic Calming Plan.			
Contact Person/Dept.: Gabe Garcia		Phone Number: (310) 253-5633	
Fiscal Impact: Yes ☒ No ☐		General Fund: Yes ☒ No ☐	
Public Hearing: ☐		Action Item: ☒ Attachments: ☒	
Public Notification: Written notification by US mail, sent on Thursday, April 10, 2008, to all the households and businesses of the neighborhood bounded by Washington Place and Washington Boulevard on the north and south, and by McLaughlin Avenue and Sawtelle Boulevard on the west and east. Master Notification List (04/17/08)			
Department Approval: Charles D. Herbertson (04/09/08)		City Attorney Approval: Carol Schwab (by H. Baker) (04/16/08)	
Fiscal Impact Review: Jeff Muir (04/16/08)		City Manager Approval: Jerry B. Fulwood (04/17/08)	
<u>RECOMMENDATION:</u> Staff recommends the City Council discuss the Berryman Avenue Neighborhood Traffic Management Program (NTMP) traffic calming plan and direct staff as deemed appropriate. <u>BACKGROUND:</u> The City's original NTMP was established by the City Council in 1994, and was subsequently modified in 2004. The NTMP Procedures Manual is included with this staff report. (Please see Attachment No. 1.) Culver City's NTMP was adopted by the City Council as a tool to manage and control neighborhood traffic and reduce negative traffic impacts on residential neighborhoods. The NTMP accomplishes what is commonly referred to as "traffic calming." Through the process of traffic calming, there are two broad purposes, one quantitative and one qualitative. On the quantitative level, the NTMP has been adopted with the purpose of discouraging traffic impacts on local streets not designed for the high volumes and excessive speeds that may occur as a result of drivers' travel patterns, and local and regional congestion. Additionally, traffic calming attempts to direct traffic to nearby arterial streets.			

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On the qualitative level, the NTMP was adopted to improve the quality of life in residential neighborhoods, as well as to safeguard public safety for pedestrians, bicyclists, and neighborhood residents.

Generally, traffic calming accomplishes its quantitative and qualitative ends; however, some traffic is displaced to adjacent residential streets. While traffic calming can produce measureable reductions in traffic volumes and speeds, at times, the improvements on one local street may result in some traffic being displaced to adjacent streets.

Under vigilant supervision and management, this collateral displacement may be minor where it may be minimally perceptible to the adjacent streets. The management of such spill-over traffic may be accomplished before the spill-over occurs or once the effect is quantified. Each approach has its benefits and drawbacks. Pre-empting the effect may prevent it but it may also unnecessarily restrict the residents of the neighborhood by the use of a mitigation that is greater than the potential negative effect. For example, installing a semi-diverter, when the actual effect might have been addressed by a peak-hour turn restriction.

The categorical goal of traffic calming is to redirect excessive non-residential traffic out of residential streets and onto the adjacent collector and arterial streets designed to accommodate high volumes of traffic. Nevertheless, the success of reaching this goal is limited to the motoring public perception that the travel time is comparable or better than the time using the residential street short-cuts. For this reason, optimization of traffic flow on the adjacent collector and arterial streets is important.

There is a balance to be obtained between effectiveness of the traffic calming measures intended for the non-residential motoring public and the restrictiveness to the residents. For this reason, traffic calming measures may effectively reduce traffic on local residential streets, but they can also be an inconvenience to residents of the neighborhood as they traverse the traffic calming measures.

DISCUSSION:

GENERAL PLAN AND CIRCULATION ELEMENT GOALS AND OBJECTIVES

On September 24th, 1996, City Council, by Resolution No. 96-R-102, approved and adopted the update of four elements of the City's General Plan, including the Circulation Element. Page C-23 of the adopted Circulation Element (please see Attachment No. 2), defines the following goal:

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“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.”

The adopted Objective and Policies to accomplish the above Goal read as follows:

“Objective 8. Neighborhood Protection. 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.B) Reduce traffic intrusion into residential neighborhoods through measures to reduce arterial congestion (Objective 1, above).

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

Along with other processes in the City, the adopted Goal, Objective, and Policies are implemented through the NTMP program.

THE NTMP PROGRAM

The NTMP program, as modified in November 2004, has been followed, as closely as possible. Complete adherence has not been achieved due to the longevity of the dialogue between the City and residents of Berryman Avenue, in the block bounded by Herbert Street to the north and Washington Boulevard to the south. A comparison of the 2004 adopted NTMP process and the Berryman Avenue NTMP process followed is detailed later on in this report.

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BERRYMAN AVENUE NTMP AND SOME HISTORICAL BACKGROUND

Since approximately the year 2000, residents of Berryman Avenue have expressed concern regarding high non-resident traffic volume and excessive speeds. Through the years, dialogue was not productive at developing a plan to address the concerns expressed. The City disagreed with the residents not only regarding the traffic mitigation measures desired by the residents, but fundamentally, if any action should be taken on the part of the City. The basis for the disagreement was the absence of specific adopted thresholds for excessive volumes and speeds – in lieu of such specific numbers, engineering judgment was used. Accordingly, staff felt that the speeds were not excessive, even though traffic volumes were over 1000 vehicles per day on the block.

NTMP THRESHOLDS MET

Data collected in October of 2004, indicate that traffic volume on the subject block of Berryman Avenue was 1141, and Critical Speeds were at or below 30 miles per hour. Critical Speed, or 85th Percentile Speed, is the speed at or below which 85% of the drivers travel. Critical Speed is utilized by the California Vehicle Code to determine the legal speed limit, and subsequently, in November 2004, City Council adopted Critical Speed as the threshold to be quantified for participation in the NTMP program.

Subsequently, in November of 2004, Council adopted a combined criteria of Critical Speed of 7 miles above the legal speed limit, that is 32 miles per hour and concurrently, a vehicular volume range of 1000 to 3000 vehicles per day. That is, in order to participate in the NTMP, the Council-adopted thresholds require that the number of vehicles traveling on a street be more than 1000 but less than 3000 in a day. Additionally, the thresholds for participation require that the critical speed of travel be at least seven miles per hour above the legal speed limit—that is, on a residential street, the critical speed must be at least 32 miles per hour.

In a 3-day traffic count taken in September 2007, both NTMP criteria were met. The highest 85th Percentile Speeds were registered as 32.7 miles per hour, with a traffic volume between 1023 to 1078 vehicles per day. (Please see Attachment No. 3, Volume and Speeds Fact Sheet.) The NTMP requires that the City work with a Residents' Committee in the process of addressing the traffic impacts and mitigations.

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**COMPARATIVE ANALYSIS OF THE NTMP PROCESS WITH THE
BERRYMAN AVENUE NTMP**

The 2004 NTMP program was followed as closely as possible. Generally, all the steps stipulated in the NTMP program were followed. The most salient divergences from the process are the following: Item II.B requires a “petition among residents of the study area to determine level of agreement that problems exist.” Prior to 2004, a petition had already been submitted. According to information received from the residents, more than one petition was submitted through the years. The Public Works Department did not require a petition at this step in the process.

Item III.A requires a “public meeting and residents’ committee formation.” Due to the duration of time from first contact with the City, there had been a functioning residents’ committee. This group continued to be accepted as the de facto Residents’ Committee.

Item IV.A.5 requires the “development of alternative plans.” Due to the difficulty in arriving at a proposal that could be supported by the Residents’ Committee and the City, and the length of time it took, alternative plans were not developed with the Residents’ Committee. (Please see Attachment No. 4, Comparison of Adopted NTMP Process vs. the Berryman Avenue NTMP Process Followed.)

TRIAL ADVISORY SURVEY

Item VI.A requires that an Advisory Survey be conducted to determine the level of support for an NTMP proposal from the neighborhood. The NTMP process requires that the opinion of residents within a study area be considered regarding the proposed traffic mitigation measures. Residents within the study area identified in the enclosed map, Attachment No. 5, received an Advisory Survey.

All households and businesses within the “Notification Area” indicated on the map received a letter advising them of the NTMP as well as inviting them to a public meeting held on Wednesday March 19th, at 7:00 p.m., in the Council Chambers, to inform, discuss and receive input regarding the proposed NTMP plan. Only the households identified on the map within the “Advisory Survey/Study Area” received an Advisory Survey.

The NTMP requires that residents of the study area indicate their support by meeting two criteria: 1) A minimum number of returned Advisory Surveys, and 2) Of these returned Advisory Surveys, a minimum number of households be supportive of the NTMP proposals. These numbers are discussed below.

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RESULTS REQUIRED

According to our most recent Los Angeles County Assessor's Office information there are 222 households in the study area, identified on the attached map, which are receiving Advisory Surveys. The NTMP program requires that a minimum of 112 Advisory Surveys be returned. This represents 50% of the households plus one more. Additionally, of these returned Advisory Surveys, 60% must be in support of the proposed NTMP proposal, that is, 68 Advisory Surveys must be in favor.

If the minimums required were not met, the Council-adopted regulations require the NTMP process to conclude upon such determination. Similarly, it is required that if the neighborhood supports the NTMP proposals, as indicated in the numbers above, the proposed NTMP program would be brought before the City Council for their consideration, and to ask for authorization to enter into a trial installation.

TRIAL ADVISORY SURVEY AREA AND CRITERIA USED IN DETERMINING AREA

The trial Advisory Survey/Study Area was defined by staff with the Residents' Committee. The selection of these households was based on the criteria of empirical evidence of existing high traffic volume, or (in compliance with the NTMP regulations), because the street, even though there may be presently low traffic volumes, may have an impact if a trial is authorized by Council. The Advisory Survey/Study Area encompasses all households bounded between Herbert Street on the north and Washington Boulevard on the south, and between McLaughlin Avenue (Culver City side only) on the west and Sawtelle Boulevard on the east. Additionally, between Herbert Street on the south and Washington Place on the north, McLaughlin Boulevard and Berryman Avenue are also included. Please refer to the map labeled Attachment No. 5.

MCLAUGHLIN AVENUE IN THE CITY OF LOS ANGELES

McLaughlin Avenue is flanked with Culver City residences on the east side of the street and Los Angeles residents on the west side of the street. The Western District of the Los Angeles Department of Transportation was advised of the NTMP process and proposal and was provided the data obtained by Culver City. Staff did not contact the residents in the City of Los Angeles. Although the residents on the Culver City side of the street

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were contacted, they expressed a great degree of frustration in that the City could not take any action to ameliorate their traffic concerns.

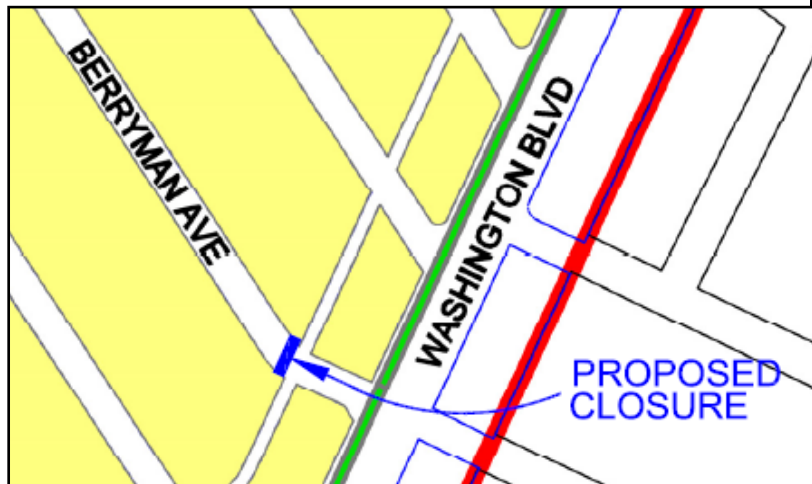
Two reasons were offered Culver City residents on the street. First, towards the north, McLaughlin Avenue from a point approximately north of the alley that is located north of Washington Boulevard, is completely in the City of Los Angeles, therefore, Culver City has no jurisdiction on McLaughlin Avenue. Secondly, the NTMP adopted thresholds set a range of vehicular traffic of 1000 to 3000. Both blocks of McLaughlin Avenue exceed this range. The north block has between 3918 to 4235 vehicles in one day, and the south block has between 4575 to 5027 vehicles in one day. The Critical Speed on the north block is at 31 miles per hour and on the south block it is at 32.8 miles per hour.

NTMP PROPOSAL

The Berryman Avenue NTMP Proposal has three components. 1) The closure of Berryman Avenue, on the residential side of the alley north of Washington Boulevard; 2) The prohibition of left turns from southbound McLaughlin Avenue onto eastbound Herbert Street; and 3) The installation of a new traffic signal at the intersection of McLaughlin Avenue and Washington Boulevard.

1) **THE CLOSURE OF BERRYMAN AVENUE, ON THE RESIDENTIAL SIDE OF THE ALLEY NORTH OF WASHINGTON BOULEVARD.**

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

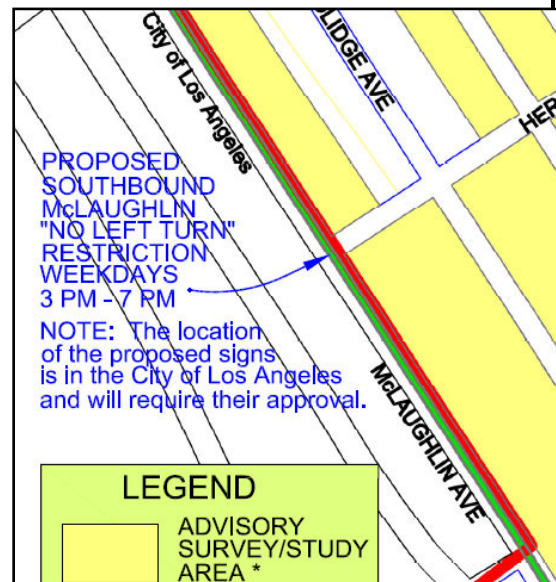
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strategically placed so that when removed by emergency services personnel, their vehicles can still enter or exit the street. The closure would be complemented by proper “not a through street” signs strategically placed where appropriate. Additionally, 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 4100-4200 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, those of other streets in the neighborhood, and cut-through commuting traffic would not be able to travel south past the closure.

2) **THE PROHIBITION OF LEFT TURNS FROM SOUTHBOUND MCLAUGHLIN AVENUE ONTO EASTBOUND 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, staff requests

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that the City Council authorize staff to take action by use of traffic mitigation measures that will deal with the quantified impact. Similarly, if any spill over traffic impacts the alleys, in consultation with the adjacent businesses and residents, staff requests Council authorize staff to take necessary action, in consultation with residents and businesses, to address the situation. Additionally, an "After Study" will be conducted to determine the success of these proposed traffic measures.

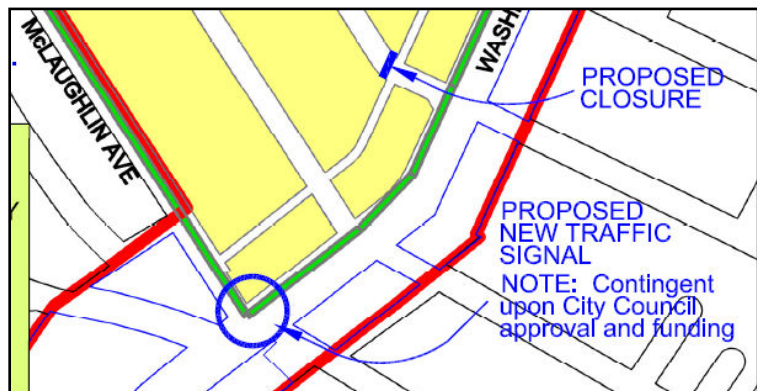
"AFTER" STUDY

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 subsequently to the trial period, to make a recommendation to Council regarding the success or failure of the trial installation.

The Engineering Division, in its 2008-2009 Fiscal Year's CIP 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.

- 3) The installation of a new traffic signal at the intersection of McLaughlin Avenue and 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 three traffic signal warrants. 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 the support for such

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installation, but not as a factor to determine its installation, the question of this signal installation was included in 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.

PHILOSOPHY: 1) MINIMALIST TRAFFIC CALMING TO ADDRESS QUANTIFIED IMPACTS; AND 2) PRESENCE, AWARENESS, AND DIALOGUE TO ADDRESS FUTURE POSSIBLE IMPACTS

Staff's philosophy in proposing this NTMP program, is different than other recent proposals. The philosophy has formed based on observations and lessons learned from those proposals.

EFFECTIVENESS VS RESTRICTIVENESS

It has been staff's observations that the balance between the effectiveness of traffic calming features and the consequent restrictiveness on local residents is a sensitive one. Previous attempts to design an NTMP program that addresses every possible impact and pre-empts them lead to those residents who do not sense the need for traffic calming being opposed to the measures due to their personal sense of inconvenience and restrictiveness. This predisposes a significant segment of the neighborhoods against supporting the trial of traffic calming measures.

This premature implementation of possibly-needed future measures is seen as an unnecessary inconvenience by residents of streets

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where the perception of negative traffic impacts have not been experienced.

On the other hand, a strong opposition to such an approach to traffic calming is the residents' fear that the City will "set it and forget us."

1) **MINIMALIST TRAFFIC CALMING TO ADDRESS QUANTIFIED IMPACTS**

Staff proposes to initially trial only as much traffic calming as is necessary to address the existing quantified traffic impacts, thereby not imposing restrictions at a broad neighborhood level; and

2) **PRESENCE, AWARENES, AND DIALOGUE TO ADDRESS SUBSEQUENT POSSIBLE IMPACTS**

Concurrently, staff proposes to work closely with the neighborhood, maintaining a readily available presence to frequently observe and evaluate real-time impacts. Through this presence in the neighborhood and open dialogue with the residents, staff proposes to maintain constant awareness of the neighborhood's traffic dynamics. Through this process, additional traffic calming, if necessary, may be identified and implemented.

In this approach, the City's credibility with the residents is critical. Because of this, staff respectfully asks Council to authorize staff to deal with quantifiable impacts if the impacts are experienced. An advantage of this approach is that the traffic mitigation selected between the neighborhood and staff can be just adequate, not more and not less, than the need.

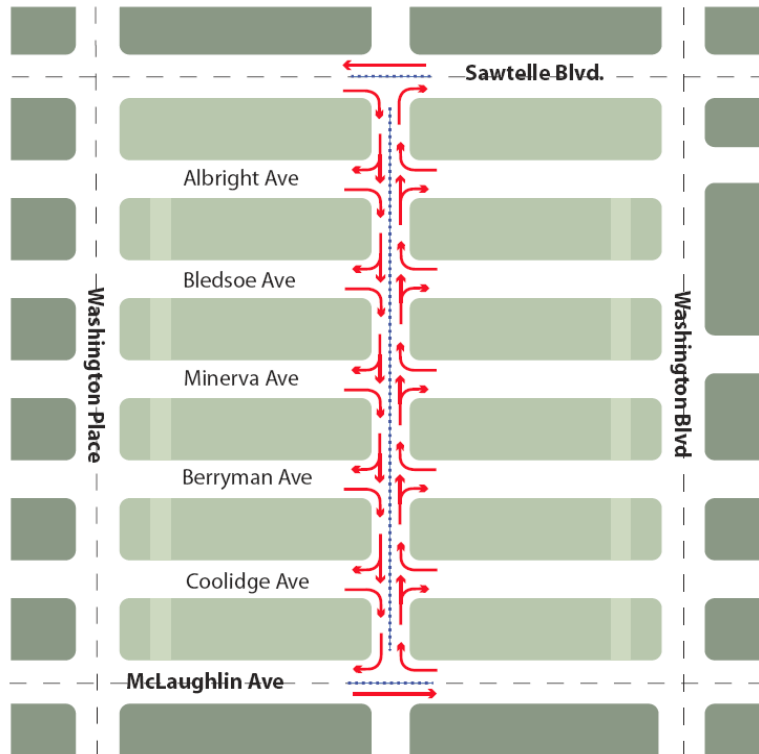
Staff will keep the City Council informed throughout the process.

PROPOSED BY OTHER RESIDENTS BUT NOT IMPLEMENTED

It is noteworthy to mention that there have been other ideas presented by some members of the neighborhood. One such idea is to install delineators down the middle of Herbert Street, from McLaughlin Avenue to Sawtelle Boulevard, and also at the intersection of Herbert Street and

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McLaughlin Avenue as well as at Herbert Street and Sawtelle Boulevard. See the graphic below.



This concept bisects the community into a north and a south side and prevents vehicular movements between the two halves. Concurrently, if the City of Los Angeles does not permit the installation of delineators within their right-of-way, the predominant heavy traffic movement from southbound McLaughlin Avenue onto eastbound Herbert Street and eventually onto the traffic signal at Berryman Avenue and Washington Boulevard would still be possible. The cost to the community is broad and the benefits may be minor.

Among other ideas, some residents have expressed that they rather see any action taken after the 405 widening construction has concluded and some of the traffic may then return to the nearby arterials. Additionally, others have expressed that the new proposed traffic signal should be installed prior to any traffic calming activities. The opinion is that the signal at McLaughlin Avenue/Washington Boulevard may draw enough drivers to it to decrease the impact on Berryman Avenue.

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STAFF'S PROPOSAL

Staff agrees, with the Residents' Committee and many residents of the neighborhood, that the new proposed traffic signal is a critical component of the traffic calming solution. That if the signal is installed subsequent to the commencement of the trial, the possible impacts suffered by the neighborhood streets may convince the residents to not support a permanent installation, even if the trial is subsequently successful.

The Residents' Committee has expressed strong opinions that the trial commence as soon as possible, and that the installation of the proposed new traffic signal be pursued rapidly. To this end, staff has requested funding for the proposed new traffic signal for fiscal year 2008-2009 through the CIP budget process. If Council approves the signal and funds its installation, staff is prepared to expedite this capital improvement project.

The Public Works Department recommendation is contrary to that of the Residents' Committee. It is the position of the Department that the trial cannot commence until after the traffic signal has been installed due to concerns for causing premature exposure to drivers at the intersection of McLaughlin Avenue/ Washington Boulevard without the benefit of traffic control. This may potentially cause unnecessary risk and liability.

Because staff, the Resident's Committee and some members of the neighborhood have recognized the critical aspect of the new proposed traffic signal, its installation relative to the trial is of paramount importance.

In considering opinions from the neighborhood, another option is to install the signal, wait for a couple of months after its installation, and then do a traffic count on Berryman Avenue to determine if the problem was solved by just the signal installation. If not, then, the closure of Berryman Avenue can be pursued.

RECOMMENDATIONS FOR YOUR CONSIDERATION

Based on the input from staff and the public, here are a few options for consideration:

1. A possible timeline for the trial, considering the traffic signal as the critical path element, would be that the signal is installed, if approved and funded by the City Council in FY 2008-2009, between March and June of 2009. The trial as defined by staff with the Residents' Committee would commence upon installation of the signal and last for a period of six months; or

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2. The proposed signal installation would be expedited, and concurrently, the closure of Berryman Avenue would be effected. The trial period could be extended to six months after the signal installation was completed. This is the scenario favored by the Residents' Committee; or
3. Lacking funding of the proposed traffic signal in FY 2008-2009, an interim traffic calming measure(s) could be pursued on Berryman Avenue, pending funding and installation of the proposed traffic signal and full implementation of the proposed NTMP plan. The interim measure, among other choices, could be a half-closure of Berryman Avenue at the south leg with Herbert Street, to prevent the southbound heavier traffic movement. Concurrently, other traffic calming measures may be needed on adjacent streets; or

STAFF'S RECOMMENDATION

4. The proposed traffic signal could be installed, as per item 1 above, and a period of a couple of months for "traffic pattern settlement" would follow the installation. After this, reassessment of the previously quantified problems would be done. If the problems previously quantified still persist on Berryman Avenue, then the closure of Berryman Avenue and the left turn restriction would follow;

AFTER-STUDY

In any scenario, an after study would be performed to assess spill-over impacts and success of the trial measures.

PERMANENT INSTALLATION ADVISORY SURVEY

If Council authorizes a trial, a second Advisory Survey will be done to assess support for the permanent installation of the traffic calming measures. This second Advisory Survey has a threshold the participation of at least 50% of all the households in the study area yet to be defined, plus 1 additional household; concurrently, the support of 75% of the households that participate in the Advisory Survey.

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MEETINGS AND PUBLIC NOTIFICATION

In preparation for Council consideration of this item, all residents and businesses of the neighborhood, as identified in the "Notification Area" of the attached map, were notified in writing two times. First, for a public meeting held by staff on Wednesday, March 26th, and secondly, for the subject City Council meeting.

COMMENTS FROM THE POLICE DEPARTMENT AND THE FIRE DEPARTMENT

Both the Fire and Police Departments in the past have advised staff that any traffic calming measures implemented will have some effect on the delivery of emergency services to the neighborhood. The Fire Department has reiterated that this is their only comment. However, the Police Department is reconsidering their previous position and did not provide staff a specific opinion prior to the deadline for this staff report. Staff will advise of their position at the meeting on April 21st.

LOS ANGELES DOT POSITION

The Western District of the Los Angeles Department of Transportation, as of the writing of this report, did not offer an opinion or a position regarding this subject.

FISCAL ANALYSIS:

Funding for the proposed new traffic signal at Washington Boulevard and McLaughlin Ave is being requested by Public Works and recommended by the City Manager for approval in the upcoming 2008-2009 fiscal budget using gas tax funds (41800909). The cost of the signal is estimated to be approximately \$300,000.

Additionally, adequate funding for the temporary trial measures for the Berryman NTMP is available in the current year NTMP Program budget, P-599 (42000599).

ATTACHMENTS:

- 1) NTMP Procedures Manual;
- 2) Circulation Element, Page C-23.
- 3) Volume and Speeds Fact Sheet

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- 4) Comparison of Adopted NTMP Process vs. the Berryman Avenue NTMP Process Followed
- 5) Map of the Berryman Avenue NTMP neighborhood and proposals;
- 6) Descriptions of Proposed Traffic Mitigations, 6-month Trial;

MOTION:

That the City Council:

- 1) Discuss the Berryman Avenue Neighborhood Traffic Management Program traffic calming plan and direct staff as deemed appropriate.