PUBLIC WORKS

2021/2022
PROPOSED BUDGET

RESP. MGR.: CHARLES HERBERTSON

FISCAL YEAR 2020/2021 WORK PLANS

STRATEGIC PLAN INITIATIVES – 2018- 2023 Priorities

Goal: Enhance Mobility and Transportation

- Initiative – Improve circulation by creating alternative modes of transportation. Develop Expo-to-Downtown Connector plan by taking into account bicycle, pedestrian and transit modes. Implement Metro Bike Share.

  Status: Mobility and Traffic Engineering Division made significant progress during FY 20-21 in the continuous effort to achieve a multi-modal transportation system.

  The Division completed the Bicycle and Pedestrian Action Plan (BPAP), which was approved by Council in June 2020. Staff also applied for multiple grant programs during FY 20-21 to implement projects contained in the BPAP.

  Additionally, staff produced Complete Streets Design Guidelines to guide both the City's capital projects, as well as public improvements through private development.

  Implementation of Metro Bike Share is ongoing. We are currently waiting for updates from Metro on changes to their Bike Share program.

  The plan of action and schedule for the Expo-to-Downtown Connector have changed to accommodate establishment of pilot mobility lanes, however, a Metro Active Transportation (MAT) grant was recently awarded to the Public Works Department for implementation of bicycle and pedestrian improvements on Washington Blvd between Landmark St and Helms Ave.

Goal: Revitalize Ballona Creek

- Initiative - Extend Ballona Creek bike path to improve mobility and provide greater access to the Metro. Seek grant opportunities to evaluate the feasibility of extending the Ballona Creek bike path easterly from the Syd Kronenthal Park to Washington Blvd, and with the cooperation of the City of Los Angeles, further east to the termination of the open channel near Cochran Ave. Studies shall be coordinated with the City of Los Angeles, Los Angeles County Public Works, and US Army Corps of Engineers, the agencies that share responsibility for management and maintenance of the Ballona Creek and the bike path.

  Status: The Departments of Public Works and Community Development collaborated on a Sustainable Transportation Planning grant application for planning, preliminary design, and community outreach for the Ballona Creek Extension project, which unfortunately was not selected for funding. The Public Works Department, however, was awarded a grant from the

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Baldwin Hills Conservancy for design and construction of sustainability, accessibility, and safety improvements on the Ballona Creek Bike Path between Duquesne Ave and National Blvd.

MOBILITY & TRAFFIC ENGINEERING

- Apply for regional, state and federal grants to fund infrastructure and non-infrastructure projects that support the City's multi-modal transportation system. Staff applied for the State Sustainable Transportation Planning and Office of Transportation Studies (OTS) grant programs for the development of Complete Streets Design Guidelines and Citywide Safety Education Program. Staff will continue to apply for grants in 2020 including Highway Safety Improvement Program (HSIP) and Active Transportation Program (ATP) grants for infrastructure and non-infrastructure projects.

  Status: Mobility and Traffic Engineering Division submitted six Highway Safety Improvement Program (HSIP) grant applications, two Active Transportation Program (ATP) applications, one Office of Traffic Safety (OTS) application, one Baldwin Hills Conservancy application, one Metro Active Transportation (MAT) grant application, one Quick-Build application, one Southern California Association of Governments (SCAG) Sustainable Communities application, and two State Sustainable Transportation Planning grant applications. As of February 2021, the following projects had been awarded funding:

  - *$157,000 Quick Build grant to redesign the intersection of Overland Ave, Ranch Rd, and Kelmore St using temporary devices for the purposes of enhancing visibility, safety and operational conditions;*
  - *$1,956,529 MAT (Metro Active Transportation) grant for design and construction of pedestrian improvements and Class IV bikeway on Washington Blvd in the vicinity of the E-Line Station;*
  - *$1,952,500 of SB1 funds awarded by the Baldwin Hills Conservancy for the design and construction of sustainability, safety, and accessibility improvements on the segment of the Ballona Creek Bike Path from Duquesne Ave to National Blvd (1.1 miles);*
  - *$47,000 OTS grant for citywide multi-modal traffic safety education program for seniors, working adults, school age students, and transients; and*
  - *$842,496 grant of Measure M sub-regional funds for the design of pedestrian improvements, as well as Class II & IV bike lanes on Overland Ave and Playa St between Downtown Culver City and the Transit Center, the corridors alignment extending for 2.8 miles.*

- Bike Share Program: Implement Bike Share Program that addresses Council strategic goals and objectives. Council approved the establishment of Metro Bike Share in Culver City. Staff conducted locations review and identified twelve station locations to be established in 2020. Currently coordinating with Metro to establish the agreement to implement and operate the

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Program. Program implementation to occur in 4th quarter of FY19-20with continuing operations, observations and data collection occurring into FY20-21.

Status: Based on recommendations by the Bicycle and Pedestrian Advisory Committee (BPAC) and City Council, the number of bike share stations has increased from 12 to 15 locations and associated field work was completed. The number of Classic and Electric bikes has also been agreed upon. Metro, however, requested postponing deployment of a Metro Bikeshare Program in Culver City for a couple of years, until their ongoing changes in equipment and contractor are completed. In the meantime, the Public Works Department will seek recommendations from BPAC regarding alternative Culver City providers until such time it is possible to join a Westside Metro Bikeshare Program.

- Establish a multi-modal data collection program. This includes a bi-annual automated and manual traffic counts for road segments and intersections, respectively. This program should also include speed surveys every five to seven years, to adequately set and enforce speed limits. Staff commenced a comprehensive database using intersection and segment counts collected as part of the General Plan update, data collected for development traffic studies, signal timing charts, etc. Staff also coordinated with the Police Department and updated the collisions data in CrossRoads software, which will be updated quarterly. Staff will seek funding to perform the speed surveys and additional multi-modal volume count locations.

  Status: Although traffic conditions during the Covid-19 pandemic prevented staff from conducting traffic volume and speed surveys in calendar year 2020, staff contacted all consultants who previously performed traffic studies in Culver City, gathered available counts, and developed a ten-year database 2009 – 2019 covering peak-period intersection turning-movement counts and daily segment counts. The database includes the 2019 intersection and segment counts performed as part of the Travel Model and General Plan updates.

  Signal timing charts at numerous intersections had to be changed to accommodate multi-modal traffic conditions during the pandemic. New and archived signal timing charts are maintained in the recently updated Transparity software.

  The M&TE team continues to coordinate with the Police Department to manage and analyze collisions data. The current CrossRoads system will soon be updated to the electronic citation system Brazos, which is compatible with the State's database.

- Implement ATP grant funded Safe Routes to School project. The scope of work includes a cycle track on Elenda St along with improved lighting, high visibility crosswalks, two HAWK signals, and curb extensions at multiple locations. Council approved Project plans, staff will proceed to seek bids and retain a contractor by end of April 2020. Construction of the project will take place in FY 19-20and 20-21.

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Status: Construction of the Safe Routes to School project is ongoing, completion expected by end of FY 20-21. New center medians, bulbouts, and curb ramps are currently in place. Poles of the two HAWK signals are backordered and will be installed once received. Also to be installed are the remaining signage and pavement markings. The Engineering Division is assisting with managing the construction project.

- Congestion-relief project, Sawtelle Blvd, I-405 ramps at Matteson Ave, Sepulveda Blvd. In addition to community-initiated neighborhood traffic management projects, staff will coordinate with Caltrans and seek improvements that could relieve congestion at these locations in FY 19-20 and 20-21.

  Status: As a result of the pandemic, this project has been delayed. Traffic analysis, community consultation, design, and construction are currently scheduled for FY 21-22 and FY 22-23.

- Intelligent Transportation System (ITS) improvements. Coordinate with Los Angeles World Airports (LAWA) on the development of the Decision Support System for the coordinated Intelligent Transportation System (ITS) projects between LAWA, the City of Los Angeles, Caltrans, the City of Inglewood and Culver City., as well as proceed with implementation of remaining Culver City ITS project elements such as the Dynamic Messaging Sign (DMS). Staff participated in the selection process of a consulting team that will develop the DSS to serve Inglewood, Culver City, and LAWA. Staff will also proceed with the remaining ITS devices and improvements in Culver City during the remainder of FY 19-20 and FY 20-21.

  Status: Coordination between Culver City, LAWA, Caltrans, and the City of Inglewood is ongoing, and the DSS consultants' team was selected. Most of the ITS devices and improvements in Culver City funded by LAWA are constructed or in the design phase, with the overall project completion planned for FY 21-22. The Engineering Division will assist with the construction phase of the project.

- Develop an Annual Signal Upgrade Program. Some of the improvements, such as replacement of faded LED signal lamps, installation of reflective back plates, etc. are systematic improvements and expected to be outlined in the Local Road Safety Plan. Additional improvements will include signal upgrades to meet current ADA compliance requirements, as well as identifying recommended locations for implementing protected left-turn operation. Establishment of this program is important from a safety and operational perspective. Staff will seek City funding to initiate this annual program starting in FY 20-21. This is in addition to seeking grant funds including under provisions of the HSIP grant program as applicable, as well as inclusion in development improvements when applicable. In the first year of establishment, staff may pursue a system-wide review to optimize operations.

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Status: Budget constraints have prevented development of a locally funded Signal System Upgrade Program. Safety related signal upgrades, including systematic improvements, are outlined in the Local Roads Safety Plan, which will be considered by Council in April 2021. To support planned improvements, staff submitted six Highway Safety Improvement Program (HSIP) grant applications for signal upgrades and other safety improvements, such as high friction pavement, enhanced lighting, signage and markings.

The Public Works Department completed design and construction of the Adaptive Traffic Signal System, which will be tested post-pandemic.

The Public Works Department also assisted the Transportation Department in the design and construction of the Transit Signal Priority project.

- Paid Parking Program. Installation of approximately 2000 additional parking meters within three fiscal years' time frame. Council recently approved the installation of 558 new parking meters and 30 pay stations which is planned to take place by the end of FY 19/20. About 1500 additional parking meters are planned for installation and incorporation into the program in FY 20-21 and FY 21-22.

  Status: On November 18, 2019, Council approved the retention of IPS for installation of 558 smart meters and thirty pay stations. As a result of the pandemic, IPS stopped field work for most of 2020 to protect the safety of its staff, and only recently resumed at a reduced capacity. The 558 smart parking meters, the smart locks, poles, and thirty pay stations have been purchased. These meters will be utilized to replace older existing meters that are using 2G communication technology. There are currently 618 of this type of meter that require replacement before the end of 2021 as 2G communications will no longer be supported. As of February 2021, IPS had installed fifteen of the pay stations – twelve on Sepulveda, two in the A Frame and Lucky parking lots, and one at the Access building at National Blvd and Washington Blvd. The remaining pay stations will soon replace the meters on National Blvd, to mitigate ADA compliance issues, and on Hayden Pl.

  As a result of pandemic-related budget constraints, the purchase and installation of 1,500 additional parking meters has been placed on hold and will be rescheduled for implementation in FY 21-22 and FY 22-23.

  Seventy-five parking meters were temporary eliminated in FY 20-21 as a result of the outdoor dining expansion in the Downtown area (on Culver Blvd and Irving Ave) and in the Arts District (on Washington Blvd), which was implemented in response to pandemic-related public health restrictions.

- Establish a City-based Transportation Demand Management (TDM) Program, as well as a TDM Tool Kit and monitoring program to be deployed by development projects. Public Works will coordinate with the Community Development and Transportation Departments on the

development of an employer-based TDM program to be used by City employees, as well as a TDM Tool Kit to be utilized by development projects as applicable.

Status: Coordination between the three departments is ongoing. Also ongoing is the update of the General Plan and development of the City's first Climate Action Plan. TDM is expected be a main factor in reducing Vehicle Miles Traveled (VMT) and Green House Gas (GHG) emissions.

- A Multi-modal Safety Education and Encouragement Program. This is an enhanced safety education program to cover all school grades, as well as working adults, seniors, and transients. The program will also aim to increase walking and cycling, including by City employees through lunch seminars for example. Staff recently applied for an OTS grant to initiate this safety education program. Staff will also seek annual City funds starting in FY 20-21 to ensure sustainability of the program.

  Status: The School Safety Education Program, sponsored by the Public Works Department and the Culver City Unified School District, has been expanded using Office of Traffic Safety (OTS) grant funds to also target seniors, working adults, and transients. The program activities were modified to conform with pandemic-related health and safety guidelines. In FY 20-21, staff developed a multi-modal safety education brochure, shared with BPAC in February 2021. This multilingual brochure will be finalized and published on the City's web site and shared through social media outlets, in addition to post-pandemic physical distribution at traffic stops and special events.

- Fox Hills Bike Lanes on Green Valley Circle based on community consultation and associated approval process. Plans have been developed but are subject to revisions based on additional community consultation. Community representatives wish to pursue back-in parking if feasible.

  Status: Two sets of design plans for the Green Valley Circle bike lanes were developed in consultation with the community. In addition to bike lane implementation, however, Fox Hills community members also requested deployment of traffic calming measures, the provision of back-in angle parking, and other measures that would impact the City's ability to implement bike lanes within the neighborhood. The Public Works Department determined that the area should be assessed as part of a Master Planning effort. Staff recently submitted a grant application with the State Sustainable Transportation Planning Grant Program to fund the planning, community consultation, and preliminary design of the transportation system improvements in that neighborhood. The Public Works Department teamed with Community Development Department on the grant application to also assess land use opportunities within the commercial sector of the Fox Hills area.

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- Update of the City's Neighborhood Traffic Management Program. This program update will soon be carried out to maximize the benefits of neighborhood traffic management within reasonable time frames and associated planning and implementation budget.

  Status: An in-house update of the City's Neighborhood Traffic Management Program (NTMP) is presently underway. Development of the Bicycle and Pedestrian Action Plan and Complete Streets Policy were prioritized over the NTMP so that the City could plan projects and qualify for Metro funding. Those planning documents have since been completed and approved by City Council.

- Assessment of Signage, Pavement Markings and other Traffic Control Devices. Work with the Public Works Maintenance Operations Division on enhancements of signage and pavement markings to meet current MUTCD requirements including installation and retroreflectivity requirements.

  Status: Ongoing. All speed limit signs and most warning signs have been replaced. Faded stop signs are currently being replaced. Enhancements to pavement marking are also underway.

  Mobility and Traffic Engineering and Maintenance Operations division teams are pursuing establishing a database for systematic tracking of signage inventory and upgrades to enhance efficiency and facilitate future work.

- School Areas Assessment, and recommendations of on-site and public improvements. Staff initiated quarterly meetings with elected officials, schools and District representatives, Manager of the SR2S Program and interested parents. This is in addition to the meetings and safety nights being held at the different school sites, and other SR2S activities. Staff already completed the safety audits of areas around the El Marino and El Rincon Elementary Schools and will continue with the remaining schools by the end of FY 20-21. Recommendations and associated implementation are currently limited to enhancement to signage and pavement markings, limited intersection design modifications using temporary traffic control devices, adjustment to signal operations as feasible, and addition of curb ramps where deficient.

  Status: Assessment of all elementary, middle, and high school areas has been completed and improvement plans were prepared and shared with the School Safety Committee. (The School Safety Committee is staffed by the Public Works Department and consists of members of City Council, as well as representatives of Culver City Unified School District, the Police Department, Walk-n-Roller Program Manager, and parent volunteers.) Plans have since been revised based on Committee recommendations, and implementation of improvements in the El Marino Elementary School area are currently underway using general funds. Remaining improvements in the other school areas will be implemented in FY 21-22 using CDBG funds.

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- Mobile Phone Applications that serve traffic and parking operations. Such applications are currently available to facilitate payment for parking incident or construction activity notification and congestion prediction, etc. Staff will pursue the deployment of such applications as feasible within Culver City, and possibly as pilot projects to minimize the fiscal impacts for initial deployment and monitoring.

  Status: As a result of pandemic-related budget constraints, limited staff resources, and completing pandemic-related activities, this project has been placed on hold and will be re-evaluated for implementation for FY 21-22. In the interim, staff is attempting to secure local or grant funding.

- Development of Interactive Map and GIS Supporting Information. This project will be initiated to facilitate community input on traffic and parking operational conditions, safety conditions, construction activities, etc. This tool will also be utilized to inform the public of complete, ongoing, and planned infrastructure and development projects.

  Status: A project-specific interactive map and survey were deployed in FY 20-21 to seek community input, as part of development of the Local Roads Safety Plan (LRSP). As a result of pandemic-related budget constraints, limited staff resources, and completing pandemic-related activities, this project was then placed on hold. A recently secured intern with GIS expertise will commence work in spring 2021.

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- Seek Grant Funds: Apply for regional, state, and federal grants to fund infrastructure and non-infrastructure projects that advance the City's multi-modal transportation system, including projects contained in the Bicycle and Pedestrian Action Plan, Local Roads Safety Plan, and bicycle and pedestrian mobility projects listed for funding by development fees.

- Bike Share Program: Join the Metro Bike Share Program with a fleet of Classic and Electric bikes when deployed in the area in FY 22-23.

  In the meantime, deploy an alternative bikeshare program to support multi-modal mobility in the area. To facilitate future conversion/retrofit to the Metro Bike Share Program, staff is researching a number of vendors and options, including dockless electric bikes.

- Multi-modal Data Collection Program: The Mobility and Traffic Engineering Division established a comprehensive multi-modal database, using data collected over the ten-year period 2009 – 2019 during the General Plan update, developments traffic impact analysis, and other traffic studies. In FY 21-22, Division staff will continue to collect data documented during upcoming development projects and City capital projects, which will allow staff to focus resources on conducting speed surveys post-pandemic. Available speed surveys data is more than seven years old, and updating the data is essential for setting speed limits on the differing street types, evaluating traffic calming projects, and supporting the Police Department's enforcement efforts without being challenged.

- City's Neighborhood Traffic Management Program (NTMP): Complete update of the NTMP to maximize benefits of the program and improve its time frame and budget efficiency. The updated NTMP is planned for Council consideration in FY 21-22.

- Traffic Calming Projects: Complete construction of the Rancho Higuera Neighborhood Traffic Management Plan. Also proceed with review of other areas, such as the Fox Hills neighborhood, once it is again possible to collect data post-pandemic.

- Implement Safe Routes to Schools: Implement improvement plans for all elementary, middle, and high school areas. Plan recommendations include: enhancement of signage and pavement markings; limited intersection design modifications using temporary traffic control devices; adjustment to signal operations, as feasible; changes in parking regulations to improve visibility and operational conditions; and addition of curb ramps where deficient.

- Intelligent Transportation System (ITS) improvements: Continue coordination with Los Angeles World Airports (LAWA), Caltrans, and the City of Inglewood on completing the

design and construction of the Decision Support System (DSS) and other ITS project elements, including signals upgrade and the Dynamic Messaging Sign (DMS) planned for installation in Culver City.

- Signal Adaptive System: Operate and test the already implemented signals adaptive system on major corridors throughout the City, as warranted by traffic volumes and streets configurations post-pandemic.

- Implement Safety Improvements: The LRSP will be considered by City Council in April 2021. The Mobility and Traffic Engineering Division staff will continue to seek grant funds, development fees, and other project funds to gradually implement safety improvements contained in the LRSP. LRSP improvements include: replacement of faded LED signal lamps; installation of reflective back plates; other systematic signal upgrades; implementing protected left-turn operation at recommended locations; enhancements to street lighting; application of high friction pavement surface; enhancements to signage and pavement markings; and upgrades to traffic control devices at intersections and crossings.

- Congestion-Relief Project – Sawtelle Blvd, I-405 Ramps at Matteson Ave, Sepulveda Blvd: In addition to the planned community outreach and consultation, staff will coordinate with Caltrans and the City of Los Angeles to achieve improvements that could relieve congestion at project locations. Planning, design, and construction is planned for FY 21-22 and FY 22-23.

- Paid Parking Program Upgrade: The Mobility and Traffic Engineering Division staff will complete implementation of the 558 smart parking meters and thirty pay stations previously approved by Council.

  Staff will assess the overall Paid Parking Program. This review will consider: the eliminated metered parking spaces resulting from expansion of outdoor dining and implementation of mobility lanes; the feasible number of and locations for additional paid parking deployment; the possibility of using the program funds to meet other parking needs of the community; and the deployment of mobile phone applications to facilitate parking payment.

- Real Time Information: Staff will research feasible applications for deployment in Culver City provide receive real-time information about traffic incidents, construction activities, traffic congestion, etc. Staff will consider implementing pilot projects to minimize the fiscal impacts of initial deployment and monitoring.

- Transportation Demand Management (TDM) Program: Achieving TDM is essential for reducing Vehicle Miles Traveled (VMT) by development projects and reducing overall Greenhouse Gas (GHG) emissions. Internally, the City's departments of Community Development, Transportation, and Public Works will continue to collaborate on all TDM elements covering parking, cycling, walking, use of transit, land use intensification and

connectivity, management of peak traffic, and other factors. The City will also continue to coordinate with Metro, SCAG, and neighboring cities on similar efforts, including consideration of congestion pricing.

- Multi-Modal Safety Education and Encouragement Program: Unsafe travel behaviors are the primary factors in traffic collisions, including fatal and severe injury collisions. Expansion of the multi-modal traffic safety education program is intended to ameliorate such behaviors as DUI, distracted driving, speeding, and right of way violations. The Program will also seek to increase cycling and walking by community members of all ages and physical abilities.

- MUTCD Requirements RE: Signage, Pavement Markings and Other Traffic Control Devices: The Mobility and Traffic Engineering Division staff will continue to work with the Maintenance Operations Division on the gradual enhancement of signage and pavement markings to meet current MUTCD requirements, including installation and retroreflectivity requirements.

  Division staffs will also establish a database for systematic tracking of inventory and upgrades to enhance efficiency and facilitate future work.

- Interactive Map and GIS Supporting Information: This project will be initiated to facilitate community input on traffic and parking operational conditions, safety conditions, and construction and other activities. The tool will also be utilized to inform the public of complete, ongoing, and planned infrastructure and development projects.

  A new MT&E intern proficient with GIS will update the collisions heat maps, prepare exhibits included in grant applications, and develop transportation related maps/GIS layers. Such maps could include, for example, location and types of traffic calming devices throughout the City.

- Pilot Slow Streets Program: Following an evaluation of the Pilot Slow Streets Program, staff will continue to work with the cooperating neighborhoods to meet their travel and safety needs on a more permanent basis. The evaluation will benefit from the update of the NTMP and improvements recommended in the BPAP and LRSP.

- Outdoor Dining Program: In addition to the outdoor dining accommodations made during the pandemic, Public Works staff developed Guidelines for a permanent Parklet Program, typically established in parking zones without the need for lane closures. Staff will promote the Parklet Program and will work with restaurants and other businesses who are interested in its deployment.

- Implementation of Mobility Lanes: The Public Works staff will continue to work with the Transportation Department on implementation of Mobility Lanes along Culver Blvd and Washington Blvd, including changes in signage, pavement marking, delineations, and signal modifications.

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Public Works staff will proceed with the MAT grant-funded pedestrian improvements and protected bicycle facilities in the area surrounding the E-Line Station.

- Capital Improvement Projects (CIP) Support: The Mobility and Traffic Engineering Division staff will continue to support and coordinate with Public Works Engineering and Environmental Programs & Operations Divisions on CIP, including grant-funded projects such as Culver Blvd Realignment, Ballona Creek Bike Path Improvements, and Washington Blvd Stormwater and Urban Runoff projects.