



City Council Report

City Council Meeting: February 11, 2014

Agenda Item: 8-B

To: Mayor and City Council
From: David Martin, Planning and Community Development Director
Subject: Review and Approve the Conceptual Design of the Samohi Safe Routes to School Project

Recommended Action

Staff recommends that the City Council:

- 1) Approve the conceptual design for the Samohi Safe Routes to School project;
- 2) Direct staff to complete construction drawings and release bids for construction for the Michigan Avenue/7th Street portion of the project.

Executive Summary

This staff report summarizes the work to date on the grant-funded Santa Monica High School Safe Routes to School (Samohi SRTS) project, \$880,000 grant funds and \$100,000 match. Staff is seeking review and approval of final concepts for school improvements, and direction to complete construction drawings and release bids for construction for a specific phase of improvements which include Michigan Avenue and 7th Streets adjacent to the school.

During a year of outreach, planning and conceptual design, the Samohi SRTS project identified improvements to streets and intersections around Samohi that could improve pedestrian, bicycle and vehicle access and encourage more active travel to and from school consistent with Citywide goals for sustainability, public health, traffic management and wellbeing. The improvements identified were developed through an extensive public outreach process that has involved nearby residents, the School District, Samohi administration, Samohi parents and students, and community bicycle and pedestrian advocates.

A range of improvements were identified and documented for Michigan Avenue, 7th Street, Pico Boulevard, 4th Street and Olympic Drive that included physical and operational intersection improvements, roadway reconfiguration, and off-street facilities. Outreach identified a priority for improvements at the main campus entry at Michigan Avenue and 7th Streets. Concept plans for improvements to be funded by the existing Safe Routes to School grant have been developed for this area. Later phases could be pursued as part of future grant funds or capital projects.

The project proposed for construction includes road reconfiguration to make Michigan Avenue one-way westbound west of Lincoln Boulevard connecting to one-way southbound on 7th Street to Pico Boulevard. A new signalized intersection would be created at 7th Street and Pico Boulevard intersection. This would reduce conflicts between pedestrians and vehicles during drop-off and allow space for buffered and protected green bike lanes and a wider sidewalk. The project also proposes reconfiguration of the Pico median for a two-way cycle track that would connect students to the south and remove a crucial gap in the bike network. This would also link the Michigan Avenue Neighborhood Greenway being developed to the beach. The improvements have been designed and selected to create a safer environment that will encourage students to bicycle and walk to and from school, while also considering the needs of vehicle access to the school and adjacent commercial.

The next steps for this project would be to complete the final construction drawings for the Michigan Avenue/7th Street area, and release bids for construction with the goal of completing construction during Samohi summer break in 2014. Staff would return to Council once a contractor has been selected for award of contract. The original budget for the grant is \$980,000. The initial phase of the project for design and construction drawings is \$159,944 [awarded July 24, 2012](#). The current three year CIP includes \$820,000 for construction of this project. In addition to these funds the project will include a new signal paid for through another project budget.

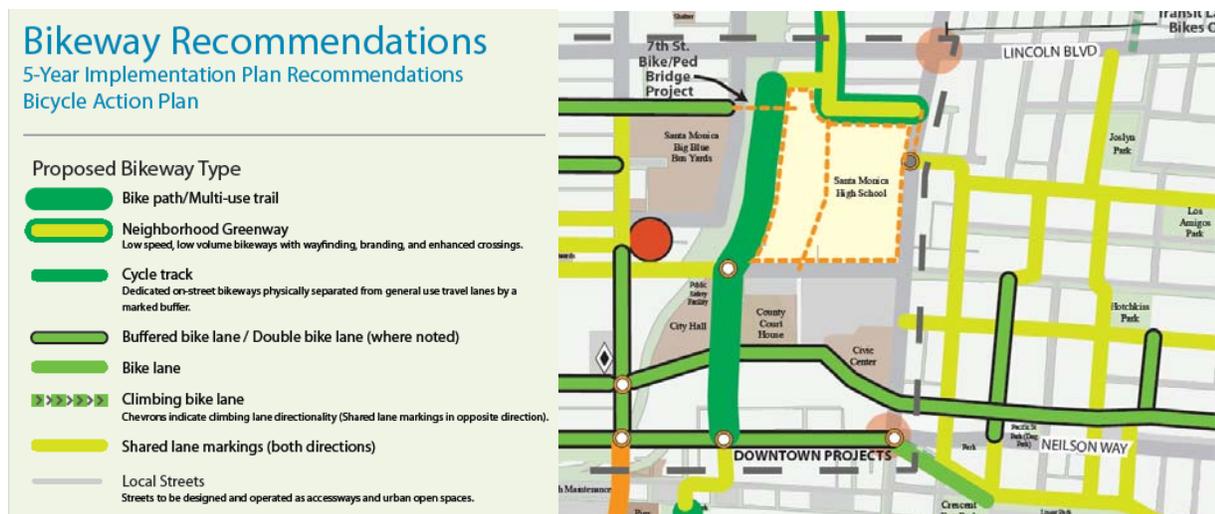
Background

The City was awarded a State of California Safe Routes to School Program grant in the amount of \$880,000 with a local match of \$100,000 to complete planning, outreach, design and construction of intersection, crosswalk, street, signage and bike storage improvements at Santa Monica High School (Samohi). The project is intended to create better access for students so



they will feel safer walking and biking to school. Active transportation, public health and managing vehicle traffic in neighborhoods are goals of the City's Land Use and Circulation Element and Bicycle Action Plan. The Samohi project proposed to implement City policy with physical improvements to crosswalks, traffic flow, bike lanes and intersections to facilitate active bicycling and walking to school.

There are currently no marked/painted bicycle facilities on any of the streets that surround the school. The Bike Action Plan identified Olympic Drive on the north side of campus for a two-way bike and pedestrian path to create a key connection through and around the school to the Civic Center. The plan identified closing a network gap between 7th and 6th Streets on Pico Boulevard and prioritized implementation of the Michigan Avenue Neighborhood Greenway in the 5-year Plan. The Samohi improvements have continually been coordinated with the Michigan Avenue Neighborhood Greenway project, and both are being considered as part of the February 11, 2014 Council agenda. In addition to improving access to the school, the Samohi project would also close a key network gap between the Michigan Avenue Neighborhood Greenway and the beach, as well as to the Ocean Park neighborhood.



On [July 24, 2012](#) a professional services agreement with Ryan Snyder Associates for project planning, outreach and design was authorized. Subconsultants from Melendrez Design and Stantec Consulting provided roadway design and traffic engineering support.

Outreach began in January 2013 and concluded with the final of three public workshops on October 23, 2013. Staff also worked in small groups with stakeholders to develop concept options and final recommendations. Outreach steps are detailed later in the

staff report. The Santa Monica-Malibu Unified School District and Samohi administration actively participated in the interdisciplinary project team along with staff from Planning and Community Development, Public Works, Community and Cultural Services, Big Blue Bus, and the Police Department.



Discussion

Samohi currently has four entrances to serve its 3,300 students. Two entrances are located near each other on 7th Street, one entrance is on Olympic Drive on the north side of campus, and one on 4th Street near the track field. The 6th Street gate closed for student access in 2011 and a second gate will open on Olympic Drive later this year as part of the Science and Technology building project. Surveys over the years estimate

that just over 100 students bike to school, 150 take a bus and 100 walk on an average day and funnel through one of these four gates. The highest number of arrivals occur at the Michigan Avenue/7th Street entrances. The number of students walking and biking almost double during the annual Bike It/Walk It days which occur one day each Fall



and one day each Spring at Samohi. The remaining Samohi students are dropped off at one of the four entrances. The majority of pick-up and drop-off now occurs at the entrances on 7th Street and Michigan Avenue and along Olympic Drive. The 4th Street entrance near the Civic Center is more modestly used, despite the availability of 30

minutes of free parking available across the street at the Civic Center parking facilities. Students indicated a preference to enter on the east side of the campus because classroom buildings are clustered at the east end of campus. The concentrated campus access points contribute to morning congestion in a small area that is already congested due to its proximity to on- and off-ramps that serve the I-10 freeway. Data gathered just to the south of the main entrance to the school at Michigan Avenue/7th Street show significant peaks in daily vehicle trips on this segment occurring between 7 and 9 AM and 3 and 4 PM. This presents challenges for students traveling on foot, by bike, as well as for residents that live across from the school. This area is also where most collisions involving pedestrians and cyclists of high school age are occurring, including the intersection of Lincoln Boulevard and Michigan Avenue.

Students, parents, and school administrators have expressed support for increased bicycling and walking to Santa Monica-Malibu Unified School District (District) schools. The grant application for this project grew from a movement within the school that encouraged walking, taking transit and biking by the student group Santa Monica High School Solar Alliance which first initiated Walk It Bike It Day in 2007. Since that time, “Bike or Walk to School Days” have grown to include the middle and elementary schools. These events are generally run by the students and encourage other students to ride and walk. Student participation has been steadily increasing. The City participates in Bike it Day at Samohi by setting up a temporary bike lane in the existing curb/parking lane on the north side of Michigan starting just east of Lincoln and continuing to the main entrance gate.

Project Development

The project began with site documentation and stakeholder



meetings and workshops to better understand current barriers to biking and walking. Issues identified during public outreach included lack of campus bike parking, conflicts between vehicles and students walking, biking or skateboarding to school, lack of safer pedestrian crossings, and gaps or upgrade needs to street segments and intersections. Below is a summary of issues identified through site observation and evaluation during the project's first phase.

1. Lincoln Boulevard at Michigan Avenue

- Heavy drop-off activity creates challenges for biking into school without dedicated bike lanes.
- Volume and speed of vehicles on Lincoln Boulevard not conducive to walking and biking.
- Intersection is popular for access to Interstate 10, creating conflicts between vehicles turning and students biking and walking.



2. 7th Street at Michigan Avenue

- Conflicts between vehicles dropping off students with those trying to enter the main gate by bike and on foot.
- Illegal U-turns occur at the 7th Street Crosswalk which leads directly into the school.
- Vehicles stop randomly in the travel lane when they are halted due to the crosswalk is blocked by crossing students.
- Students are dropped off in both directions on 7th Street; northbound vehicles stop while students cross midblock creating conflicts with southbound vehicles.

3. 7th Street and Pico Boulevard

- Conflicts between pedestrians and right-turning vehicles due to large number of students that disembark at the bus stop and walk west via an unsignalized crosswalk on 7th Street.
- No legal crossing from the south side of Pico Boulevard to the north side at this location although students and bus riders still cross. (The Pico Youth and Family Center has recently advocated for a signalized crossing here.)

4. Pico Boulevard (#3 and #4)

- No bike lanes on Pico between 6th and 7th Streets

- No means for cyclists, even advanced cyclists utilizing travel lanes, to gain access to 6th and 7th Street without permitted left turns
 - Volume and speed of vehicles deter walking and biking here
5. Pico Boulevard and 4th Street
 - Volumes and traffic speed at this intersection deter walking and biking
 - No designated bike facility
 - Heavy right-turn traffic conflicts with students using crosswalks
 6. 4th Street near Civic Center Drive
 - Heavy traffic adjacent to sidewalk with no landscape or parking lane buffer.
 - The curb lane on northbound 4th Street adjacent to the campus is a travel lane only and drivers queue up for access to I-10 freeway.
 7. 4th Street and Olympic Drive
 - Heavy traffic adjacent to sidewalk with no landscape or parking lane buffer
 - At intersection, a crosswalk is missing on the north leg and conflicts occur between pedestrians in the crosswalk and distracted drivers turning right onto I-10 ramps
 8. Olympic Drive
 - The sidewalk is very narrow, with no landscape or parking lane buffer in some sections and obstructions (poles, etc.) that reduce width below ADA requirements.
 - Poor lighting at night for pedestrians and bicyclists
 - Driver speed coming off the I-10 and/or approaching Lincoln Boulevard deters walking and biking
 9. Lincoln and Olympic Drive
 - Heavy traffic adjacent to sidewalk with no landscape or parking lane buffer
 - A crosswalk is missing on the north leg and conflicts occur between pedestrians in the crosswalk and distracted drivers rushing to get on to I-10 ramps
 - Right turn conflicts with pedestrians as drivers merge onto southbound Lincoln

Working with students, parents and the project team, a range of site specific countermeasures were identified. The countermeasures address issues specific to each location, improve access, and seek to encourage walking and biking to and around the

school campus (Attachment 1). Improvements range in cost and complexity and include the following major components:

- Physical intersection improvements such as crosswalk upgrades and curb extensions (bulbouts) to shorten crossing distance and improve visibility.
- Operational intersection improvements such as lead pedestrian crossings and restricted turn phases (no right on red, etc.) to reduce conflicting movements.
- Street segment reconfiguration such as creating dedicated bike lanes, and adjusting vehicle flow to improve operations and reduce conflicts between drivers, crossing pedestrians and bicyclists in the roadway.
- Creation of additional off-street or protected pedestrian and bicycle space such as a cycle track or wider sidewalks to eliminate the most severe gaps in the walking and biking network.

This inventory of potential improvements was thorough and identified more work than could be funded by the existing Safe Routes to School project grant at this time. So the project team engaged the community to prioritize and narrow in on the improvements that could be funded with the grant funds available. This process identified the area around the main entrance to the school and Pico Boulevard as the highest priority for the first phase of improvements. This was based on consensus that the area at 7th Street and Michigan Ave had the most barriers to walking and biking and is the most highly used entrance to the school.

The first phase of the project focuses on the main entrance to the school around 7th Street and Michigan Avenue as well as the segment between 6th and 7th Streets on Pico because this is the most congested area and the only street with good bike access. The majority of vehicle



pick-up and drop-off as well as bicycle access occurs on these streets.

Project Refinement and Recommendations

After identifying the first priority area around the school, options were refined for various intersection and segment treatments for Michigan Avenue (Lincoln to 7th Street), along 7th Street (Michigan to Pico) and from 6th to 7th Streets on Pico Boulevard. The options included two-way traffic, one-way traffic, bike lanes on one side of the streets and bike lanes on both sides of the streets, and other options. These were then filtered down weighing all neighborhood characteristics such as peak vehicle traffic, parking turnover, loading for nearby businesses, school bus drop off, typical pick-up and drop-off behavior, street priorities, as well as neighborhood concerns and the overall LUCE goals.

Based on feedback from the community, staff is recommending that the first phase of the Samohi Safe Routes to School project, Michigan Avenue and 7th Street, include the following:

- Reconfigure vehicle flow for a small segment of Michigan Avenue and 7th Street to one-way westbound on Michigan Avenue west of Lincoln Boulevard, connecting to one-way southbound on 7th Street to Pico Boulevard. A change in the flow of vehicles would allow continuation of the existing drop-off and pick-up locations here, while reducing the number of students crossing midblock in front of vehicles and across on-coming traffic (since the majority of students arriving exit the passenger side of the vehicles). This configuration would allow for new protected Class 2 green bike lanes in both directions on Michigan between Lincoln Boulevard and 7th Street.
- A new fully signalized intersection at 7th and Pico (including a crosswalk to improve access to major Pico bus stops) that would enable one-way southbound traffic on 7th Street to turn left onto Pico Boulevard. The signal includes phasing for cyclists and lag timing, to create a lead pedestrian interval.
- New protected Class 2 green bike lanes on Michigan Avenue and 7th Street in both directions. One bicycle lane would run contra-flow to vehicle traffic, with a buffer on both sides and clear striping. All bicycle lanes would be painted green to maximize visibility and legibility. 7th Street southbound lanes would be typical between the parked car and travel lane. The northbound contra flow bike lane would be set back five feet from the residential perpendicular parked vehicles. This bike lane will also have a buffer from the center line and opposing traffic.



 **Samohi Safe Routes to School**
7th Street – Michigan Ave. to Pico Blvd. Proposed

- Reconfiguration of the existing median in Pico Boulevard between 6th and 7th Streets to create protected green bike lanes in both directions in the center median area. The Pico Boulevard bike lanes would close a crucial gap in the bike network and provide better access to school. The bike lanes cannot be accommodated without either removal of the median or reduction of travel lanes. An inspection concluded that three of the eight existing trees are candidates for relocation due to poor structural condition with limited potential useful life expectancy. Three Jacaranda Mimosifolia trees in the median would be relocated with first priority adjacent to the school along 7th Street and secondly within the Pico median just west of 6th Street. A Removal Plan per the Urban Forestry Master Plan is included as Attachment 4.



Samohi Safe Routes to School
Pico Boulevard – 7th St. to 6th St. Proposed

- Sidewalk widening on the south side of Michigan Avenue and bulb-outs on the north side of 7th Street and Pico Boulevard to facilitate better pedestrian access. The pedestrian improvements would help provide a better walking environment on Michigan and reduce the roadway width so it takes less time to cross 7th Street at Pico Boulevard.
- Michigan & Lincoln – Morning peak hour restrictions for southbound right on red are proposed to help reduce the conflicts between vehicles and students. A westbound bike lane will be added on the east side of Michigan. Yellow continental crosswalks and advanced stop bars to all crossings are proposed to keep cars from encroaching into the crosswalk.
- A north-south crosswalk on Michigan is proposed for removal so that pedestrian crossing activity can be channeled into one crossing on 7th Street. This allows the existing crossing guard to focus on one crossing and it will help reduce pedestrian vehicle conflicts as well as help the flow of vehicles.
- Staff would continue working with the PTSA and school administration to improve the existing vehicle drop off areas by extending and promoting new places for pick-up and drop-off.

The improvements have been designed and selected to create a safer environment that would encourage students to bicycle and walk to and from school, while also considering the needs of vehicle access to the school and adjacent commercial

businesses. The configuration has optimized the use of the roadway by finding a balance between smooth vehicle flow, visible bike facilities, and pedestrian safety. It closes crucial gaps in the bike network – particularly to the Samohi main entrance – and would reduce pedestrian and vehicle conflicts. This project would create better connections and infrastructure that encourages more active transportation, public health and management of neighborhood vehicle flow.

Future Safe Routes to School grants or other sources should investigate opportunities to improve segments on 4th Street between Pico and Olympic Drive and on Olympic Drive between Lincoln Boulevard and 4th Street. Intersection improvements including high visibility crosswalks, and off-street improvements such as creating a two-way bike way and sidewalk widening would improve pedestrian and bike access to the north and west sides of the school. As discussed below the Olympic Drive two-way bike way would also complete a segment of the Michigan Avenue Greenway.

Coordination with the Michigan Avenue Neighborhood Greenway

The first phase of the Samohi project overlaps slightly with the Michigan Avenue Neighborhood Greenway project, along Michigan Avenue between Lincoln Boulevard and 7th Court. Future phases also overlap along 7th Court, and along Olympic Drive between Lincoln and 4th Street. These projects, both being considered on the February 11, 2014 Council agenda, have been coordinated in design and phasing. The Greenway project would support Safe Routes to School by creating a safe and comfortable path for pedestrians and cyclists coming to campus from all neighborhoods to the east. The proposed Samohi first phase project would close an important gap in the bike network between the Greenway and the beach by creating a protected bike facility to 6th Street which then connects to Bay Street and the beach.

Coordination with Big Blue Bus

Recent Big Blue Bus ridership data shows that a few hundred Samohi students are using Santa Monica's bus service to get to and from school, with additional students also using Metro buses. Big Blue Bus runs frequent service along Lincoln Boulevard,

Pico Boulevard and 4th Street that provide direct access to Samohi, with heavily-used stops at Pico/Lincoln and at Pico/4th Street. The proposed signalization of the intersection at Pico and 7th Street would improve pedestrian crossing to bus stops, with a new signal, more visible crosswalks, and improved curbs. Similarly improvements to the intersection of Lincoln and Michigan Avenue would improve the safety of students crossing to and from bus stops. Currently, Big Blue Bus offers a discounted monthly student pass that allows access to the entire BBB network seven days a week. A rider relief program is also available for income-qualifying students that provides a \$6 per month fare subsidy which riders can apply toward the purchase of a BBB pass. Information and education about available bus routes and existing programs for discounted passes could help increase student bus ridership. Increases in bus use also help to mitigate the safety and capacity issues around the school, together with increased walking and biking.

Public Outreach

The recommended project resulted from a year of outreach and collaboration. An interdepartmental team met regularly including Samohi administrators and staff and representatives from Planning and Community Development , Public Works, Police, and Community and Cultural Services Departments. An inclusive public outreach process was also under taken to engage Samohi, students and parents, neighbors and community stakeholders. The process included:

- Jan 16, 2013 - a half day charrette with high school students, teachers, administrators, facilities staff, campus security, city staff and two representatives from Santa Monica Police Department completed field observations of pick-up/drop-off, presented back ground of Safe Routes to Schools programs and engineering treatments, and completed a map exercise with attendees to identify barriers to biking and walking around the school.
- Regular Team Meetings - In addition to public outreach there were five ongoing Team Meetings that included staff from Police Department, Public Works, Transportation Engineering, Public Landscape, Big Blue Bus, school district and high school administration throughout the year.
- March 11, 2013 Workshop #1-The first of three public meetings with a presentation and map activity like that given at the school meeting. Invitations were mailed to over 2,000 nearby residents, Parent Teacher Student Association

(PTSA), neighborhood liaisons, student groups, school administrators shared details with student email lists and email blasts went out to bicycle and pedestrian interest groups.

- May 23, 2013 Workshop #2-Draft Alternatives were presented to the public in late May. The May meeting gathered detailed feedback on the draft concepts and had the public prioritize the specific improvements for 7th Street, Michigan and Pico Boulevards. Invitations were mailed to over 2,000 nearby residents, Parent Teacher Student Association (PTSA), neighborhood liaisons, student groups, school administrators shared details with student email lists, email blasts went out to bicycle and pedestrian interest groups and staff handed out post cards to parents during afternoon pick up and placed large posters at the main vehicle and pedestrian entrances to the school.
- June 4, 2013 Samohi Facilities Group - Staff met with Samohi facilities group. . The meeting included project team members from facility improvement projects as well as local facilities management staff to discuss the proposed improvements for Samohi, future school facility plans and proposed access for the new Science and Technology Building at the corner of 7th Court and Olympic Drive.
- June 20, 2013 Recreation and Parks Commission - The Safe Routes to School program including the bicycle and pedestrian training and education along with Samohi draft improvement recommendations was presented to the Recreation and Parks Commission. The Recreation and Parks Commission continues to support biking and walking in Santa Monica and has participated in many of the training and education projects to date. There was not a formal recommendation by the Commission.
- September 21, 2013 Michigan Avenue Greenway Event - Staff set up a station at the Michigan Avenue Greenway Workshop at 9th Street and Michigan Avenue. The station contained the detailed draft concepts and public outreach process to date. Additional feedback was collected from nearby residents.
- October 23, 2013 Workshop #3 - Final concepts were presented at two meetings. Outreach included post cards mailed to over 2,000 nearby residents, email notifications to Parent Teacher Student Association, neighborhood liaisons and student groups. School administrators shared details with student email lists and email blasts went out to bicycle and pedestrian interest groups. The first of the two meetings occurred on campus after school in an effort to reach more students and parents. The second meeting the same day was at the Ken Edward Center in the evening.
- November 19, 2013 Pico Youth and Family Center (PYFC) -Staff participated in a PYFC organized action meeting regarding the safety of the intersection of Pico Boulevard and 7th Street. Members had initiated a petition to have a crosswalk

installed at the intersection to serve high school students and bus riders who cross the street directly in front of their facility. Information was shared regarding the Samohi Safe Routes project and how a crosswalk might be accommodated. Participants expressed a desire to have a crosswalk installed quickly, preferably in the first half of 2014.

- December 10, 2013-The Samohi PTSA held a special meeting in early December to discuss the Samohi recommended project. Parents shared their support for Safe Routes to Schools programs but had some concerns about traffic congestion. Students in attendance shared their concerns regarding the difficulties of biking and walking to school and full support for the project. Members of the PTSA have continually supported the project but wanted to wait for the transportation analysis not yet completed at that time before providing a letter of project support.
- December 2013 PTSA - Staff was invited to present the final recommendation at a Santa Monica Spoke meeting and then shortly thereafter to over 70 students from the Associate Student Body and Journalism classes at Samohi. The attendees and students had an opportunity to ask questions and provide feedback. Shortly thereafter the PTSA held a special meeting to discuss the project.
- January 21 2014 PTSA – Staff presented and discussed the project, final recommendations and preliminary results of the transportation analysis to the PTSA board, parents, and students. A motion was called “To have PTSA endorse the Safe Routes To School” and plan passed with 19 Yes, 3 No and 5 abstentions.
- January 22, 2014 Urban Forest Task Force – Staff presented the final recommendations and details on the redesign of the Pico Boulevard median between 7th and 6th Streets. The Task Force recommended that the three viable trees be relocated if possible to the west side of 7th Street along the school site. If this is determined to be a nonviable site the trees will be relocated further west within the Pico Boulevard median between 6th and 4th Streets.

Community feedback has been supportive of creating safer routes to school for students. Support for adding bikeways was echoed by most of the community. Students feel that bike lanes are needed and the green paint makes them feel safer. Nearby neighbors had concerns with the one-way configuration proposed since it would limit their access to on-street parking spaces on 7th Street. Concepts that eliminated resident parking did not move forward. The proposal to add a signal at 7th and Pico was supported by residents as it would increase access options from the neighborhood. The Pico Youth and Family Center is very supportive of a signal at 7th and Pico. Some

parents who drop off their students are concerned that the one-way configuration will cause more frustration for them with added delays if further drop-off locations are not pursued. The PTSA has continually supported the project.

Environmental Analysis

The project is statutorily exempt from the provisions of California Environmental Quality Act (CEQA) pursuant to 21080.20.5 of the State Implementation Guidelines in that the project consists of a bicycle project consistent with a bicycle plan prepared pursuant to Section 891.2 of the Streets and Highways Code. The project consists of the restriping of three streets for new and highly visible bike lanes, streetscape enhancements such as wider sidewalks, landscaping, and enhanced crosswalks. To accommodate these changes the project includes a change in vehicular circulation.

A traffic study was prepared to analyze the traffic pattern created by changing 7th Street and Michigan Avenue from two-way to one-way streets, as required by the exemption provision. Traffic conditions were evaluated using based on redistributed vehicles through the street network based on both the reconfiguration of 7th Street and Michigan Avenue to one-way streets and the peak-hour turn restrictions proposed with the Michigan Avenue Greenway project at 11th Street and Michigan Avenue. Traffic analysis was undertaken for the surrounding signalized intersections:

- 11th Street and Michigan Avenue,
- Lincoln Boulevard and Michigan Avenue,
- Lincoln Boulevard and Pico Boulevard,
- Pico Boulevard and 7th Street (new signalized intersection),
- Pico Boulevard and 6th Street, and
- Lincoln Boulevard and the eastbound I-10 Freeway On-Ramp.

Analysis indicates that the existing five intersections would operate at their current or better levels of service (LOS), and would not exceed the City's adopted significance criteria after the project is implemented. The addition of the new signal at the intersection of Pico Boulevard and 7th Street was analyzed to determine any potential delay that would be encountered by vehicles at this location. The intersection is anticipated to operate at LOS C or better, above the City's acceptable LOS of D. Signal

synchronization with Pico Boulevard signals at 6th Street and Lincoln Boulevard will be coordinated through Traffic Engineering utilizing the Traffic Management Center and field observations. The full traffic study is available as Attachment 3. Public meetings for the project serve as notification to the community regarding the project, as also required by the exemption.

Next Steps

Staff would release requests for proposals to complete the construction of the improvements during the summer of 2014. Next step for Council would be contract approval for construction. Staff would continue to seek grant funding to begin design development for other phases of the Safe Routes to School project that includes 4th Street segment and Olympic Drive between Lincoln Boulevard and 4th Street.

Financial Impacts & Budget Actions

There is no immediate budget/financial impact to conceptual approval of the Samohi Safe Routes to School project. The initial design and construction drawings for the project are covered within the existing Ryan Snyder contract \$159,944; construction of the project is anticipated to cost \$980,000, for a grand total project cost of \$1,139,944. Remaining funds in the amount of \$980,000 have been included in the FY 2013-14 Capital Improvement Program along with \$160,000 from ATMS Phase 4 for the new signal. Funding has been programmed in the FY13/14 budget for this project located in the following accounts:

C207042.589000, SR2SP Grant	\$740,000
C017042.589100, SR2SP Samohi	\$40,000
C207042.589100, SR2SP PCLR	\$40,000
<u>C017024.589000, ATMS Phase 4</u>	<u>\$160,000</u>
TOTAL	\$980,000

Existing grant funding would construct the first phase of improvements at Samohi, including Michigan Avenue and 7th Street. Additional funding would be needed to complete subsequent phases.

Prepared by: Michelle Glickert, Senior Transportation Planner

Approved:

Forwarded to Council:

David Martin, Director
Planning and Community Development

Rod Gould
City Manager

Attachments:

- 1) Final Safe Routes to School Recommendations for Safe Routes to Santa Monica High School
- 2) Concept Plans for Phase I
- 3) Transportation Analysis
- 4) Tree Relocation Plan