

CITY OF COSTA MESA, CALIFORNIA
CAPITAL IMPROVEMENT PROJECT
FISCAL YEAR 2008 - 2009

DEPARTMENT PUBLIC SERVICES		DIVISION Transportation			PROGRAM Traffic Operations, 30241			
PROJECT TITLE Safe Route to School Improvements				PROJECT MANAGER David Sorge, x-5183		ITEM		
PROJECT ACCOUNT STRING:		Account 500000 500000	Fund 203 401	Org 19300 19300	Program 30241 30241	Project 0	New Project <input type="checkbox"/>	
Priority Classification:								
<input type="checkbox"/> Class I Required by action of the City Council or legislation of another governmental agency. <input checked="" type="checkbox"/> Class II Eliminates a hazard to public health or safety. Replaces an obsolete facility or maintains or better utilizes an existing facility. Benefits the City's economic base. Results in reduced operating costs or better service. <input type="checkbox"/> Class III Prevents a substantial reduction in an existing standard of City service due to population growth. Eliminates potential hazard to health or safety, or eliminates nuisance conditions. <input type="checkbox"/> Class IV Provides a new facility or asset or improves an existing standard of service. Provides programs to increase public convenience or comfort or projects having primary social, cultural, historic or aesthetic value.								
		FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
Description of Expenditures								
Architect Fees		-	-	-	-	-	-	-
Construction		498,500	-	-	-	-	-	-
Engineering Fees		72,000	-	-	-	-	-	-
Equipment		-	-	-	-	-	-	-
Inspection		-	-	-	-	-	-	-
Land Acquisition		-	-	-	-	-	-	-
Other Costs (please identify)		-	-	-	-	-	-	-
Total		\$ 570,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Description of Resources								
AQMD		57,200	-	-	-	-	-	-
Capital Outlay		513,300	-	-	-	-	-	-
Total		\$ 570,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Project Justification						Operating Impact:		\$ 2,500
<p>This multifaceted project is developed to comprehensively improve safety, encourage walking and biking, and enhance accessibility for school children at 14 school sites. Project components include high visibility markings; in-roadway crosswalk lighting; speed feedback signs; pedestrian countdown signals; access upgrades; outreach and education.</p> <p>The most significant risk factor facing children walking and biking to school is the proximity of high speed and volume arterials. The American Journal of Public Health identify that two-thirds of children injured or killed in traffic accidents are struck within blocks (.25 miles) of their homes. Vehicle speed data collected in proximity to the 14 schools identify broad ranging non-compliance with the posted school speed zones and with stop signs/signals. The averaged 85th percentile speed was documented at 36.8 mph. The prevailing speed exceeds the legal speed limit by 11.8 mph and lends to the probability of pedestrian and bicycle accidents.</p> <p>The roadway network circumventing the schools include heavily traveled arterials with relatively high accident rates. Accident data identify 120 accidents within a three-year period near the schools. A notably high 1148 police citations were issued indicating enforcement alone is not achieving compliance and underscores the need for further traffic calming and safety measures. Cumulatively these circumstances define the need to create safer and more accommodating conditions for those walking and bicycling. The project's multifaceted scope comprehensively addresses these potentially critical conditions. The project has received a State grant covering 90% of costs.</p>								
GENERAL PLAN CONSISTENCY		GOAL: CIR 1 & 2		POLICY:		OBJECTIVE: CIR 1A.5, 1A.15, 2A.2, 2A.3		