



# **CITY COUNCIL STUDY SESSION REPORT**

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MEETING DATE: NOVEMBER 10, 2009

ITEM NUMBER: \_\_\_\_\_

SUBJECT: BROADWAY SAFE ROUTE TO SCHOOL GRANT

DATE: NOVEMBER 5, 2009

FROM: PUBLIC SERVICES DEPARTMENT - TRANSPORTATION SERVICES DIVISION

PRESENTATION BY: PETER NAGHAVI, DIRECTOR, DEPARTMENT OF PUBLIC SERVICES

FOR FURTHER INFORMATION CONTACT: RAJA SETHURAMAN, TRANSPORTATION SERVICES  
MANAGER - (714) 754-5032

## **BACKGROUND:**

Traffic conditions on many east side streets, including Broadway, have been routinely reviewed in previous years. This includes a comprehensive Eastside Residential Traffic Management Study which was completed in 1997, followed by numerous other reviews and updates over the past few years.

Over time, the City has implemented several measures to address traffic concerns within the eastside area. These measures include narrowing travel lanes on East 19th Street and Broadway by striping, installation of additional speed limit postings at each intersection on Broadway, installation of additional stop signs on East 16th Street and East 19th Street, installation of speed humps on East 16th Street, installation of bike lanes on Broadway and Santa Ana Avenue, installation of special "Slow Down You are Entering a Residential Neighborhood" signs at entrance points to the eastside area, and most recently installation of a four-way stop sign at Broadway and Westminster Avenue. Each of these measures has been well accepted and supported by the local community.

Traffic conditions on Broadway are similar to those found on most "through" streets in the residential areas east of Newport Boulevard. Broadway, however, differs from the typical residential street due to its larger street width. Generally residential streets in the City are constructed at a 40-foot curb-to-curb street width. Some streets are as narrow as 36 feet curb-to-curb. Broadway, however, was constructed at a 50-foot street width. The increased width provides drivers a clearer view of conditions, and also provides a wider travel lane with greater distance from parked vehicles. The increased width also increases the time a pedestrian needs to cross the street. As a result of past concerns, bicycle lanes were added on Broadway in order to reduce the vehicle travel lane width. Attachment 1 depicts the existing striping on Broadway.

In order to expand on the above measures, the Transportation Services Division applied for federal Safe Route to School (SRTS) grant funding to narrow Broadway, implement bicycle and pedestrian facilities between Orange Avenue and Tustin Avenue, and add chokers and medians.

## **ANALYSIS:**

Recently, the City received approval of the SRTS grant application to implement certain measures on Broadway including narrowing of the street width. The total amount of the grant awarded is \$999,600 for Fiscal Year 2010-11.

As this is a Safe Route to School grant, the scope of work eligible for grant reimbursement is restricted and includes the implementation of the following features on Broadway:

- Narrowing of Broadway street width
- Chokers and Medians
- Sidewalks
- Ancillary landscape improvements
- Bicycle facilities

The grant funds cannot be used solely for landscape improvements, entry monument signs, street maintenance repairs, etc.

### **Broadway Improvements Options**

Staff has developed four conceptual improvement options for Broadway, taking into consideration the grant requirements and also the funding availability. While there are several possible improvement strategies, the most feasible option will be determined during the design process. Generally, all options include the following:

- Narrowing of Broadway from the current 50-foot width to 36 feet
- Off-street bicycle trail will replace the existing on-street bike lanes
- Sidewalk on one or both sides
- Restriping of Broadway to provide for two, 11-foot travel lanes and parking lanes
- Traffic calming treatments such as chokers, tree wells, and medians
- Landscape improvements

The design process will determine the most optimal improvement strategy taking into account existing public improvements, utilities, private encroachments, etc. The design will have to conform to minimum federal and state guidelines. Staff proposes extensive public outreach during the design process so that the neighboring residents understand the various improvement options.

#### **Option 1 – Straight Trail/Sidewalk**

In this option, depicted in Attachment 2, Broadway would be narrowed by 14 feet on one side. A five-foot sidewalk and eight-foot bicycle trail would be constructed along the new curb. Tree wells will be added at certain locations. All intersections between Fullerton Avenue and Irvine Avenue will be further narrowed to 22 feet with the construction of chokers. Landscaping will be added to the chokers to further provide a neighborhood-entry feel. Opportunities for extensive landscaping such as parkways are limited in this option.

### Option 2 – Meandering Trail

In this option, shown in Attachment 3, Broadway would be narrowed by 14 feet on one side. A five-foot sidewalk will be constructed along the new curb. Adjacent to the sidewalk and using the available five-foot City right-of-way, a meandering eight-foot bicycle trail will be constructed. Landscaped parkway consisting of turf or shrubs could be implemented between the sidewalk and trail. In addition, tree wells will be added at certain locations. Similar to Option 1, chokers with landscape treatments will be installed at intersections between Fullerton Avenue and Irvine Avenue.

### Option 3 – Improvements on Both Sides

This option, shown in Attachment 4, also narrows Broadway by 14 feet on one side. A meandering eight-foot bicycle trail and six-foot parkway will be constructed adjacent to the new curb. On the other side, a five-foot sidewalk will be constructed. The parkway will be landscaped with trees, shrubs, and ground cover. Similar to previous options, chokers and landscape treatments will be installed at intersections between Fullerton Avenue and Irvine Avenue.

### Option 4 – Maintain On-Street Bicycle Lanes

In this option shown in Attachment 5, Broadway will be narrowed by six feet on one side. A six-foot wide sidewalk will be constructed adjacent to the new curb. Similar to Option 1, this option will have limited landscape potential. Chokers with landscape treatments, as well as tree wells, would be added at certain locations.

### **Next Steps**

Staff is in the process of submitting forms to the State of California Department of Transportation (Caltrans), requesting authorization to proceed with the design phase. Staff expects to receive this approval and initiate the design process by early 2010. Staff will solicit services of a consultant to prepare the required plans and specifications, and also the environmental document. Necessary public outreach meetings will be conducted throughout the design process to share findings, obtain feedback, and respond to any issues that may arise.

### **ALTERNATIVES CONSIDERED:**

One alternative is to allow Broadway to remain in its current configuration. Other severe measures could also be implemented but are not recommended due to their significant impacts. Under this alternative, the grant funding would need to be fortified.

### **FISCAL REVIEW:**

The City of Costa Mesa secured grant funding from the federal Safe Route to School (SRTS) for \$999,600. This funding is for design and construction phases of the project. Based on design option selected, it is possible that additional funding may be required. Staff is pursuing other grant options to supplement the SRTS grant.

**LEGAL REVIEW:**

There is no legal review required on this item.

**CONCLUSION:**

As a result of resident concerns on Broadway over the past several years, staff has considered and implemented several improvements. In order to implement improvements that address reduction of the extra-wide street width of Broadway and other traffic calming measures, staff obtained a federal Safe Route to School (SRTS) grant of \$999,600. Staff has developed various alternative options that would reduce the street width, with the potential of creating more favorable traffic conditions. Staff proposes to work with Broadway residents and design consultant in developing an option that achieves the desired results within the available grant funding. Staff will provide an update to the City Council on the process in six to nine months.



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Raja Sethuraman, Manager  
Transportation Services

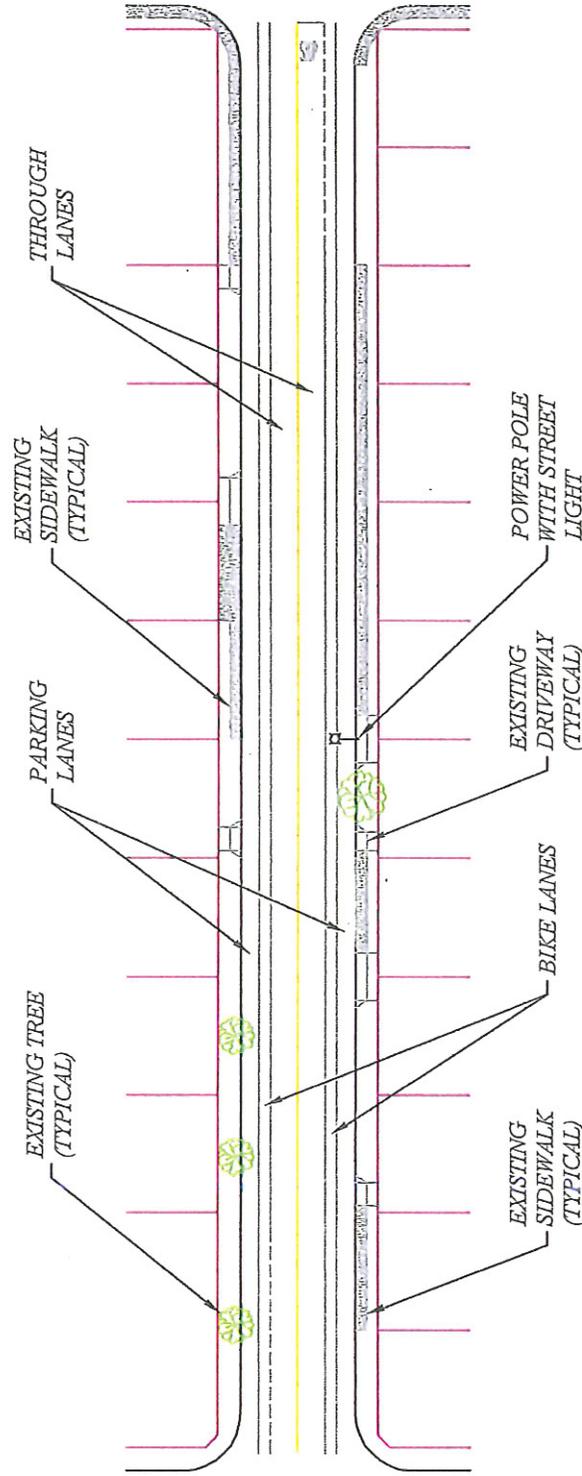
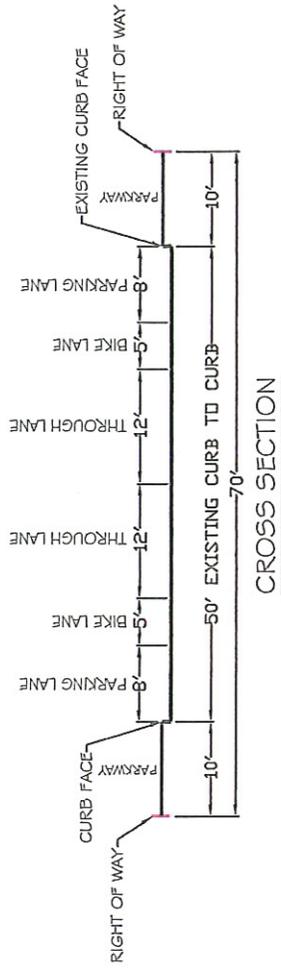


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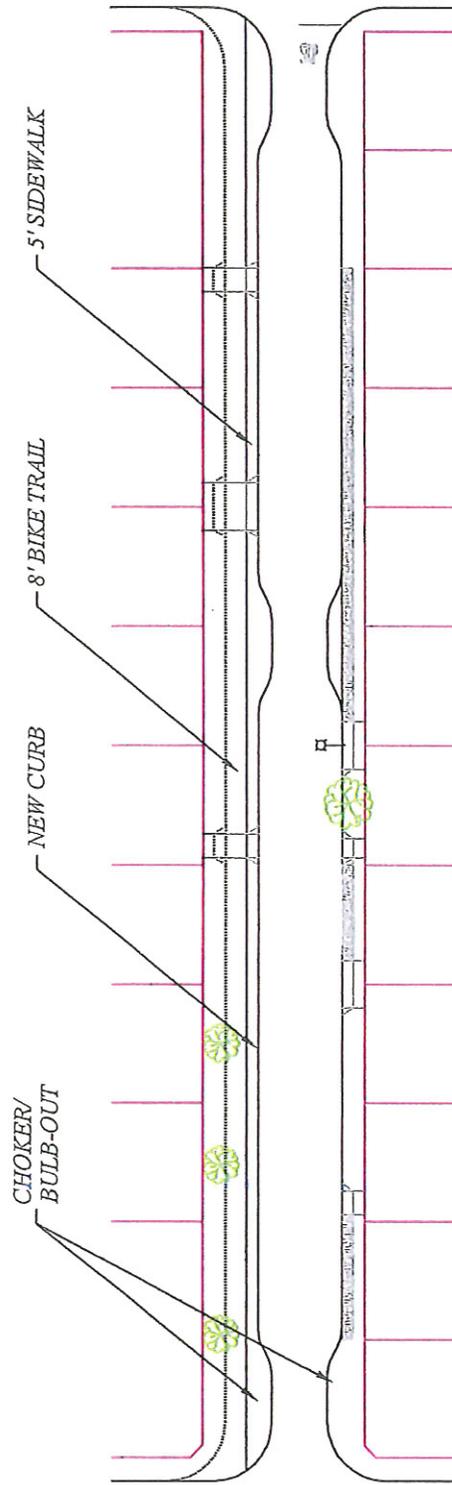
Peter Naghavi, Director  
Department of Public Services

- ATTACHMENTS:
- 1 Existing Traffic Striping
  - 2 Option 1 – Straight Trail Alternative
  - 3 Option 2 – Meandering Trail Alternative
  - 4 Option 3 – Improvement on Both Sides
  - 5 Option 4 – Maintain On-Street Bicycle Lanes

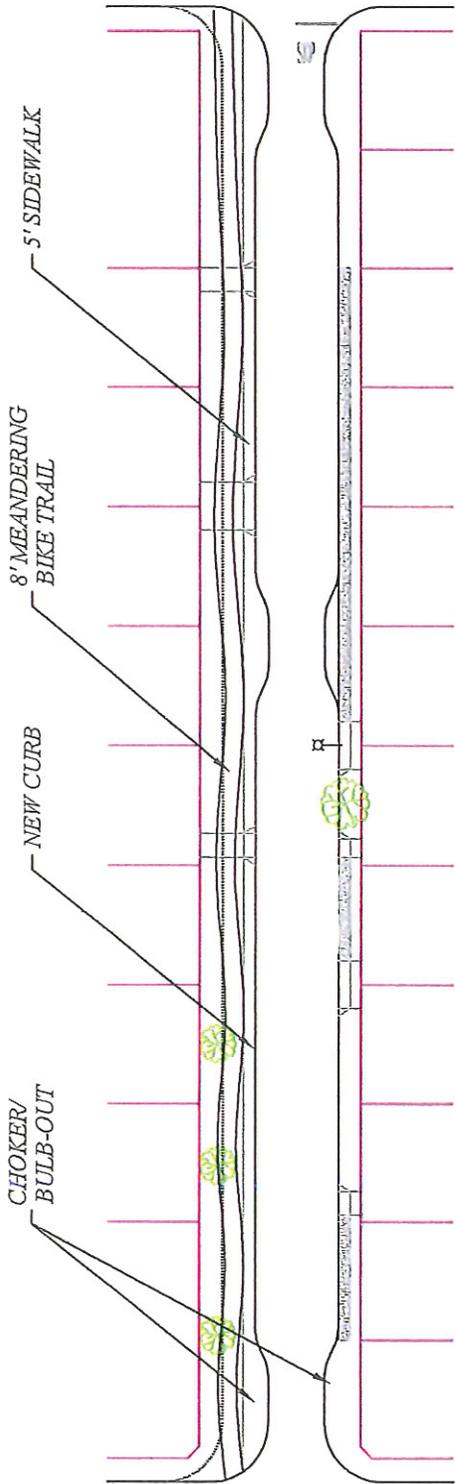
- DISTRIBUTION:
- City Manager
  - City Attorney
  - City Clerk
  - Acting Development Services Director
  - Director of Public Services
  - Chief of Police
  - Staff
  - File



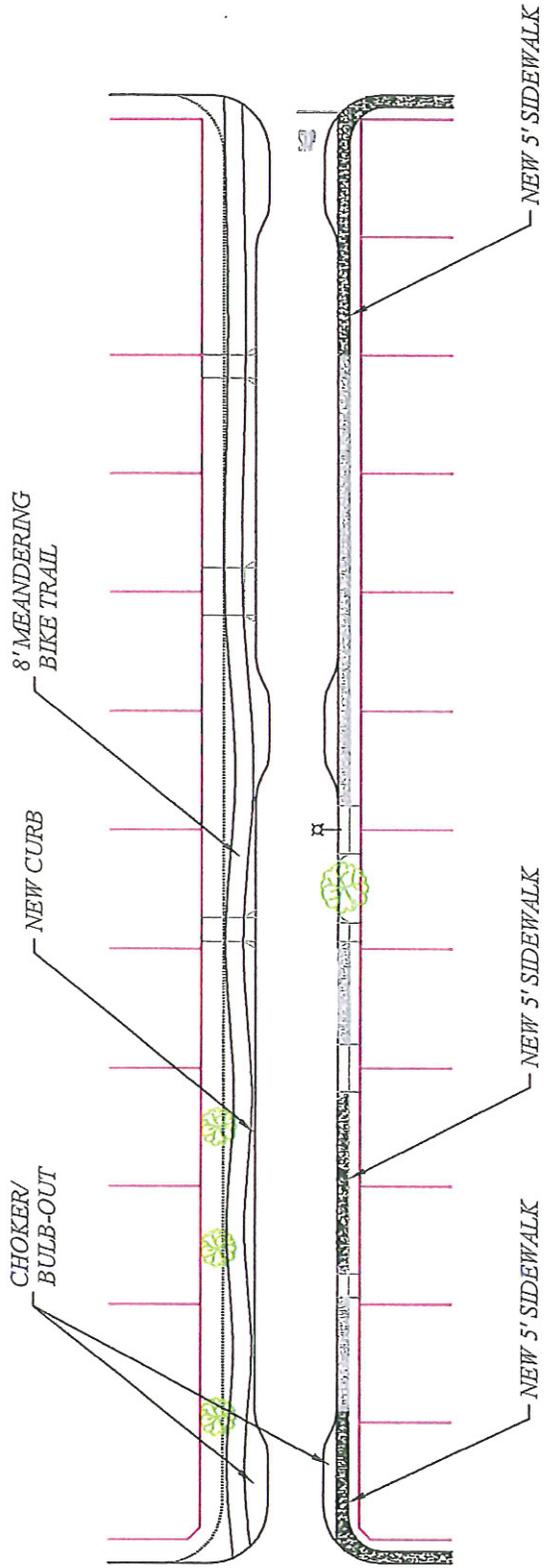
# BROADWAY TRAFFIC CALMING EXISTING TRAFFIC STRIPING



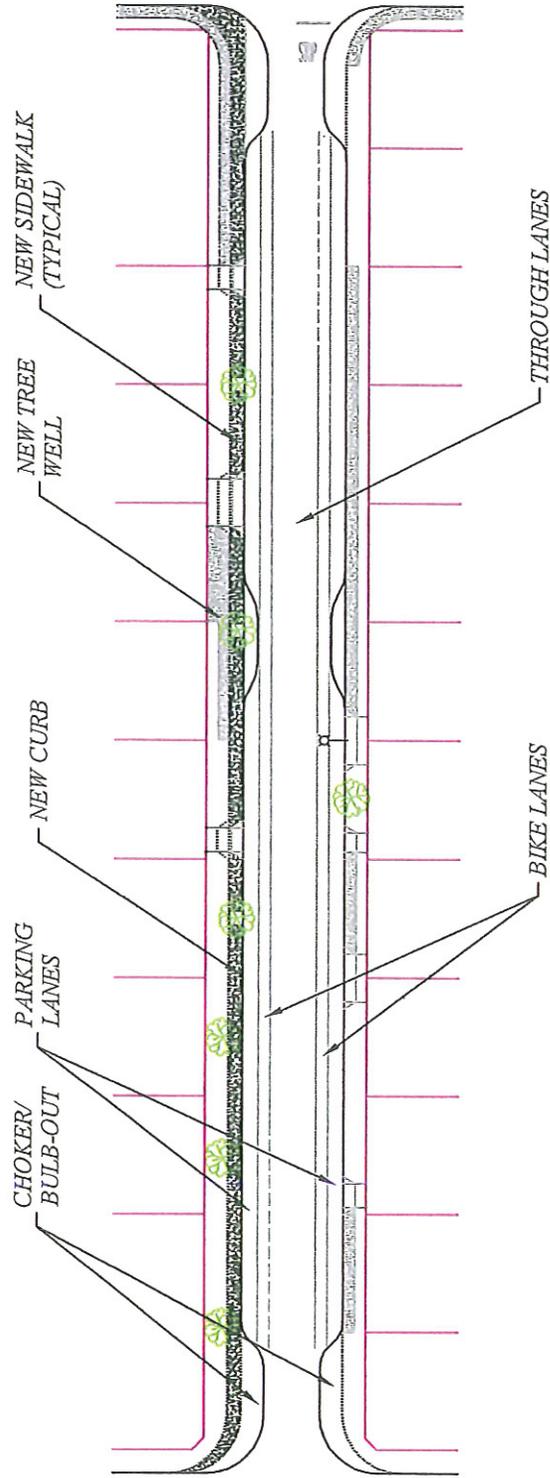
**BROADWAY TRAFFIC CALMING OPTION 1-STRAIGHT TRAIL**



**BROADWAY TRAFFIC CALMING OPTION 2-MEANDERING TRAIL**



**BROADWAY TRAFFIC CALMING OPTION 3-IMPROVEMENTS ON BOTH SIDES**



**OPTION 4-MAINTAIN ON-STREET BICYCLE LANES WITH 44' CURB TO CURB WIDTH**