



RECEIVED

JUN 25 2014

VENTURA COUNTY  
GRAND JURY

June 23, 2014

The Honorable Brian J. Back.  
Presiding Judge of the Superior Court  
County of Ventura  
800 S. Victoria Avenue  
Ventura CA 93009

**RE: Grand Jury Report City of Ventura – Crosswalk Alerts**

Dear Judge Back:

Enclosed, please find the City's Response to the Grand Jury report, titled: City of Ventura - Crosswalk Alerts.

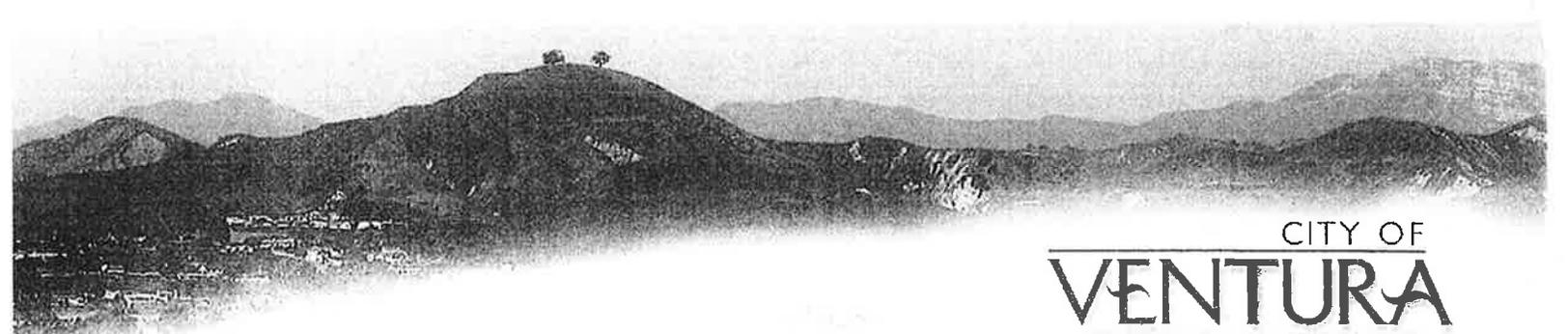
On June 16, 2014 the Ventura City Council approved this Grand Jury report response and authorized the Mayor to make the attached reply.

Sincerely,

Thomas Mericle, PE, TE  
City Transportation Manager

✓ C: Foreperson, Ventura County Grand Jury

Enclosure



CITY OF  
**VENTURA**

City Council

Cheryl Heitmann, Mayor  
Erik Nasarenko, Deputy Mayor  
Neal Andrews, Councilmember  
James L. Monahan, Councilmember  
Carl E. Morehouse, Councilmember  
Mike Tracy, Councilmember  
Christy Weir, Councilmember

June 19, 2014

The Honorable Brian J. Back  
Presiding Judge, Superior Court of California  
County of Ventura  
800 S. Victoria Avenue  
Ventura CA 93009

**RE: Grand Jury Report City of Ventura – Crosswalk Alerts**

Dear Judge Back:

Enclosed, please find our Response Form to the Grand Jury report, titled: City of Ventura – Crosswalk Alerts.

On June 16, 2014 the Ventura City Council approved this Grand Jury report response and authorized the Mayor to make this reply.

Sincerely,



Cheryl Heitmann  
Mayor

C: Foreperson, Ventura County Grand Jury

Enclosure

CITY OF VENTURA  
**ADMINISTRATIVE REPORT**

Date: May 28, 2014  
Agenda Item No.: 7  
Council Action Date: June 16, 2014

**To: Honorable Mayor and City Council**  
**From: Mark D. Watkins, City Manager**  
**Rick Raives, Public Works Director**  
**Subject: Grand Jury Response – Ventura Crosswalks**

**RECOMMENDATION**

It is recommended that the City Council approve and authorize the attached response to the Grand Jury report titled “City of Ventura Crosswalk Alerts.”

**COUNCIL PRIORITIES**

This response supports the City Council’s goal of:

- Delivering Core Services

**DISCUSSION**

On behalf of the City Council and the City Manager, the Public Works Department has reviewed the Grand Jury report and prepared a response. The City’s letter and response, which includes the Grand Jury Report dated April 30, 2014, is included as Attachment A. The response is formatted to comply with the form provided in the Grand Jury Report.

The Grand Jury report includes a series of findings and recommendations regarding concerns about the deterioration of crosswalk markings in the City. Penal Code sections 933.05 (a) and (b) requires that the City Council respond within 90 days to the findings and recommendations of the Grand Jury pertaining to city government under Council authority. The recommended response is attached.

The Grand Jury report states that the City needs to improve maintenance of roadway striping and curb markings; specifically related to marked crosswalks. There are no Federal or State standards for frequency of maintenance for striping and pavement markings. While the report indicates that the City does a good job of maintaining markings around schools, we acknowledge that traffic striping maintenance in other

areas could be improved. However, the level of maintenance activity that can be performed, even with recent increase in gas tax funding for contract maintenance work is constrained by existing staffing levels to manage the contract and create a striping maintenance inventory. This issue became particularly difficult with two fewer maintenance positions (which were cut in 2009) and the required changeover to organic based roadway paint materials that do not last as long due to changes in Air Pollution Control District standards.

As an example, old traffic paint material would last on a typical collector roadway for 5 to 7 years, whereas the new paint materials are only lasting 3 to 5 years; the lower life attributed to UV breakdown (which was not present in the older paint materials). Staff has expanded use of alternative paint materials (hot applied plastic) which last longer, but are more than twice as expensive.

Having a comprehensive inventory of traffic signs, equipment, and striping/markings allows the City to better make decisions on maintenance needs. Traffic operations staff has been working on this issue for a couple of years starting with an inventory of signs. The sign inventory was recently completed and has recently initiated the roadway striping and paint marking inventory. The inventory will allow staff to more efficiently target priority areas in the future.

### **FISCAL IMPACTS**

There are no fiscal impacts related to responding to the Grand Jury findings and recommendations. However, implementing some of the recommendations may require an increase in annual operating budget allocations for striping and pavement marking maintenance through an increase in either General Fund or Gas Tax funds.

### **ALTERNATIVES**

The City Council may elect to amend the responses. If so, staff will make such changes prior to submitting the responses to the Presiding Judge.

Prepared by Thomas Mericle, City Transportation Manager for:



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Rick Raives  
Public Works Director

Administrative Report  
June 16, 2014  
Page 3

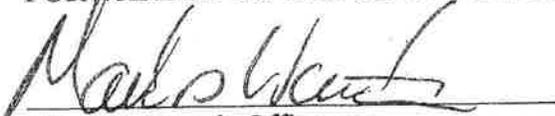
Reviewed as to fiscal impacts



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Rick Raives  
Interim Chief Financial Officer

FORWARDED TO THE CITY COUNCIL



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City Manager's Office

## Response to Grand Jury Report

**Report Title:** City of Ventura Crosswalk Alerts

**Report Date:** April 30, 2014

**Response by:** Thomas Mericle **Title:** City Transportation Manager

### FACTS

We agree with the facts numbered: FA-03 and FA-06 through FA-23

We disagree with the facts numbered: FA-01, FA-02, FA-04, and FA-05

### FINDINGS

We agree with the findings numbered: FI-01 through FI-04, and FI-08 through FI-10

We disagree wholly or partially with the findings numbered: FI-05 through FI-07

### RECOMMENDATIONS

Recommendation R-05 has been implemented.

Recommendations R-04 and R-06 have not yet been implemented, but will be implemented in the future.

Recommendation numbered R-01 requires further analysis.

Recommendations numbered R-02 and R-03 will not be implemented because they are unwarranted or unreasonable.

Date: 6/5/2014 Signed: 

Number of pages attached:

**ATTACHMENT 1**

Grand Jury Report

county of ventura

**Grand Jury**  
800 South Victoria Avenue  
Ventura, CA 93009  
(805) 477-1600  
Fax: (805) 658-4523  
grandjury.countyofventura.org

April 30, 2014

Manager Tom Mericle  
City of Ventura Public Works  
Transportation Division  
501 Poli Street  
Ventura, California 93022

Re: City of Ventura Crosswalk Alerts

Dear Mr. Mericle:

Enclosed please find a copy of the subject report by the 2013-2014 Ventura County Civil Grand Jury.

This report is provided to you two working days prior to its public release in accordance with the provisions of Penal Code section 933.05(f). Please note that under the provisions of that code section no officer, agency, department, or governing body of a public agency shall disclose any contents of the report prior to public release by the Grand Jury.

The Grand Jury requests that you respond in writing to the Findings and Recommendations contained in the report pursuant to Penal Code sections 933(c) and 933(d). Penal Code sections 933.05(a) and 933.05(b) are specific as to the format of the responses. A form showing the required format is enclosed. The Penal Code is also specific about the deadline for responses. You are required to submit your response within **90** days to the Presiding Judge of the Superior Court as follows:

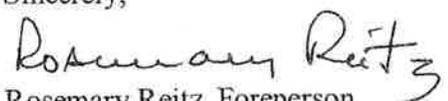
The Honorable Brian J. Back  
Presiding Judge, Superior Court of California  
County of Ventura  
800 S. Victoria Avenue  
Ventura, CA 93009

Please send a copy to the undersigned at the address below:

Foreperson, Ventura County Grand Jury  
800 S. Victoria Avenue  
Ventura, CA 93009

Responses are public records. The clerk of the agency affected must maintain a copy of your response. Should you have any questions, please contact me at the above address or at one of the numbers below.

Sincerely,

A handwritten signature in cursive script that reads "Rosemary Reitz". The signature is written in dark ink and is positioned above the typed name.

Rosemary Reitz, Foreperson  
2013-2014 Ventura County Grand Jury  
(805) 477-1600  
[Rosemary.Reitz@ventura.org](mailto:Rosemary.Reitz@ventura.org)

Enclosures: Response to Grand Jury Report Form

## Response to Grand Jury Report Form

Report Title: \_\_\_\_\_

Report Date: \_\_\_\_\_

Response by: \_\_\_\_\_ Title: \_\_\_\_\_

### FINDINGS

- I (we) agree with the findings numbered: \_\_\_\_\_
- I (we) disagree wholly or partially with the findings numbered: \_\_\_\_\_  
*(Attach a statement specifying any portions of the findings that are disputed; include an explanation of the reasons therefor.)*

### RECOMMENDATIONS

- Recommendations numbered \_\_\_\_\_ have been implemented.  
*(Attach a summary describing the implemented actions.)*
- Recommendations numbered \_\_\_\_\_ have not yet been implemented, but will be implemented in the future.  
*(Attach a timeframe for the implementation.)*
- Recommendations numbered \_\_\_\_\_ require further analysis.  
*(Attach an explanation and the scope and parameters of an analysis or study, and a timeframe for the matter to be prepared for discussion by the officer or director of the agency or department being investigated or reviewed, including the governing body of the public agency when applicable. This timeframe shall not exceed six months from the date of publication of the grand jury report.)*
- Recommendations numbered \_\_\_\_\_ will not be implemented because they are not warranted or are not reasonable.  
*(Attach an explanation.)*

Date: \_\_\_\_\_ Signed: \_\_\_\_\_

Number of pages attached \_\_\_\_\_

# **Ventura County Grand Jury 2013 - 2014**



## **Final Report**

### **City of Ventura Crosswalk Alerts**

**April 30, 2014**

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## **City of Ventura Crosswalk Alerts**

### **Summary**

The deterioration of crosswalks and streets in the City of Ventura (City) has not escaped the notice of concerned citizens. Whether driving or walking, they see the faded crosswalks and need for maintenance throughout the City—especially in the downtown area that promotes tourism and experiences high pedestrian and vehicular traffic—particularly on weekends.

The decision to conduct this investigation was driven by a public complaint submitted to the 2013-2014 Ventura County Grand Jury (Grand Jury), triggering a review of the City Public Works Department Transportation Division's street maintenance procedures. The Grand Jury sought to determine why the City's crosswalks had been left in disrepair and what the City planned to do about it.

The Grand Jury conducted this investigation by interviewing City personnel and select downtown business owners. It analyzed a report of accidents involving vehicles and pedestrians obtained from the Ventura Police Department.

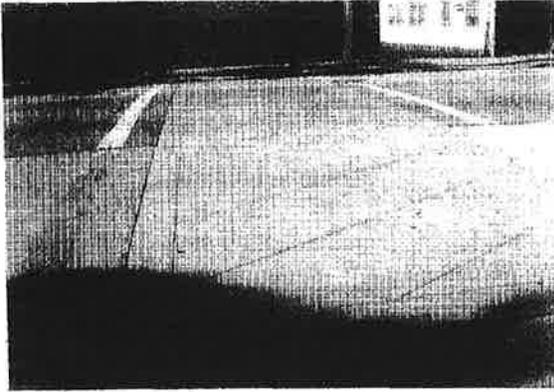
The Grand Jury reviewed the California Department of Transportation's Transportation Development Act (TDA), applicable State of California (State) laws, local municipal codes, and material available to the public on the City's website with respect to the Transportation Division in regard to pedestrians and traffic.

The Grand Jury observed pedestrians using downtown City crosswalks and photographed current conditions of those crosswalks.

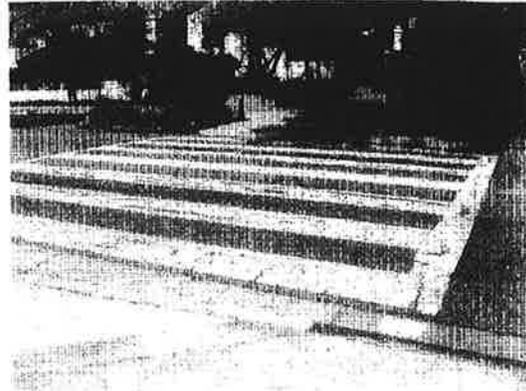
The Grand Jury found that since the loss of TDA funds in 2008, the Transportation Division has been underfunded and short staffed. It had been operating with a Streets and Maintenance annual budget of \$44,000 in the 2012-2013 Fiscal Year (FY), leaving it unable to maintain or upgrade its crosswalks. In contrast, crosswalks near schools have been maintained and repaired annually as needed. In 2013-2014 FY, the annual budget increased to \$65,000. In February 2014, the Ventura City Council (City Council) approved an increased Streets and Maintenance budget of \$75,000 for the 2014-2015 FY, permitting the City to go forward and select an outside maintenance contractor.

The Grand Jury found that the Transportation Division lacked an inventory of crosswalks needing maintenance. This made it difficult to project and recommend an accurate budget, based on its maintenance requirements, for approval by the City Council.

The Grand Jury found that angled parking on both Main and California streets obscures pedestrians who cross using midblock crosswalks. It is difficult for drivers to see pedestrians as they start to cross the street.



Faded Midblock Crosswalk



Ladder-Effect Crosswalk

The Grand Jury recommends that the City Council direct the Transportation Division to insert "ladder-effect" stripes to all midblock crosswalks in the City's downtown for improved driver visibility. Priority should be given to crosswalks on Main and California streets where there is angled parking.

The Grand Jury recommends that the City Council direct the Transportation Division to establish a pedestrian master plan, similar to the existing *Bicycle Master Plan*, to improve safety for the City's pedestrians.

The Grand Jury recommends that the City Council direct the Transportation Division to inventory City crosswalks, establish a priority list of critical maintenance, and project a budget that supports, and is in line with, the identified number of crosswalks in need of painting/restriping or upgrading in the City. Once these results are achieved, corrections should be made by the end of the 2014-2015 FY and maintained/repainted annually. This process should become part of the pedestrian master plan.

## Background

In 2008, the City Public Works Department experienced a loss of funding previously received from TDA funds. The one-fourth cent of the general sales tax, formerly allotted to Streets and Maintenance, has been diverted by the Ventura County Transportation Commission for use by public transportation (system providing transportation services to the general public, for example, buses) for the past six years. In the past, TDA monies went toward supporting the Transportation Division's Streets and Maintenance budget, including personnel. After the loss of funds, staff was reduced and the budget was cut. [Ref-01]

With the inadequate budget causing a reduction in staff, many of the City's crosswalks have been left in a state of disrepair; many crosswalks have faded or have worn-away striping and are in need of repainting. A public complaint, submitted to the Grand Jury, triggered a review of the City's street maintenance procedures.

Pedestrians using crosswalks in the downtown area, on both Main and California streets, are at risk of not being seen by drivers. The use of angled parking in

downtown obscures drivers' view of pedestrians beginning to cross in a midblock crosswalk.

For pedestrian safety, the three most effective types of crosswalks are:

- Crosswalk at a signal – most effective;
- Crosswalk with rapid beacon – push a button to cross; and
- Crosswalk with in-pavement flashing lights.

The above crosswalk types have associated issues, and are costlier than paint and ladder-effect striping; for example, in-pavement flashing lights shift around in soft blacktop and light bulbs are difficult to replace.

The State does not have a policy on how cities determine what type of crosswalk to use in each location. The City selects crosswalk types by volume of traffic and number of pedestrians crossing, in addition to width of street. The higher pedestrian traffic areas generally receive the ladder-effect type crosswalk design for more visibility.

The City adopted its *Bicycle Master Plan* on May 2, 2011, to ensure the safety of bicyclists. It is a goal of the City "...to provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian, and transit opportunities in the City and surrounding region." [Ref-02]

The bicycle was historically an effective utilitarian vehicle. As the automobile's popularity increased, the bicycle became more recreational than a means of transportation. The *Bicycle Master Plan* came about as an instrument "...to encourage improvements to the City's bicycle facilities infrastructure while striving to improve the use and recognition of the bicycle as a viable commuter vehicle." [Ref-02]

The City's goal for the bicycle plan was to establish a policy that would ensure the transportation system was safe and easily accessible to all travelers. One of the action items in the *Bicycle Master Plan* was "to design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles." [Ref-02]

As the City promotes tourism in its downtown, pedestrian traffic is steadily increasing. (Att-01) So is the City's need to maintain and upgrade its crosswalks, especially the more difficult-to-see midblock type, for the safety of its community and visitors. Much like the *Bicycle Master Plan* is for the safety of bicyclists, [Ref-02] it is important for the City to establish a pedestrian master plan for the safety of its pedestrians.

## **Methodology**

The Grand Jury interviewed City personnel and select downtown business owners. It analyzed a report of accidents involving vehicles and pedestrians obtained from the Ventura Police Department.

The Grand Jury reviewed the TDA, applicable State laws, local municipal codes, and material available to the public on the City's website with respect to the

Transportation Division in regard to pedestrians and traffic. [Ref-01, Ref-03, Ref-04]

The Grand Jury reviewed the Ventura City Council Meeting Minutes dated February 24, 2014, in regard to its discussion and approval of the City's Public Works Department's Transportation Division, Streets and Maintenance budget. [Ref-05]

The Grand Jury reviewed the City's *Bicycle Master Plan, 2014-2020 Proposed Capital Improvement Plan, and Downtown Ventura Partners Improvement District Work Plan 2014*. [Ref-02, Ref-06, Ref-07] (Att-01)

The Grand Jury observed pedestrians using downtown City crosswalks and photographed current conditions of those crosswalks.

## **Facts**

- FA-01.** City street maintenance funds come from State gasoline tax monies, not general fund dollars. [Ref-01]
- FA-02.** The majority of City streets have faded crosswalks, striping, and curb markings. [Ref-04, Ref-05]
- FA-03.** Midblock crosswalks with single stripes are difficult for drivers to see. [Ref-04]
- FA-04.** City pedestrian crosswalks in the downtown area have not been painted for the past six years. [Ref-05]
- FA-05.** The Streets and Maintenance budget of the Public Works Department's Transportation Division has been underfunded since the loss of TDA funds in 2008. This underfunding led to a cutback in Streets and Maintenance staff. [Ref-01, Ref-05]
- FA-06.** The City Transportation Division received an increase in its Traffic Striping Maintenance contract from an annual budget of \$44,000 in the 2012-2013 FY to \$65,000 in the 2013-2014 FY. In February 2014, the Ventura City Council approved an increase to \$75,000 for the 2014-2015 FY. [Ref-05]
- FA-07.** The Transportation Division contracts for all of its striping maintenance.
- FA-08.** The City does not have an existing inventory of crosswalks or colored curbs.
- FA-09.** Public complaints regarding street maintenance can be registered by phone to the City's hotline at 805-652-4590 (days) or 805-339-4399 (emergency after hours), or through its website at MyVenturaAccess. [Ref-08]
- FA-10.** The Transportation Division keeps a log of street maintenance-related public complaints.

- FA-11.** The Transportation Division does not have an online interface with the Ventura Police Department for communication of vehicle and pedestrian accidents.
- FA-12.** The Transportation Division receives required hard-copy reports, sometimes preceded by a phone call, of traffic accidents involving pedestrians and vehicles from the Ventura Police Department. The Transportation Manager may be called to the scene for some accidents and may be called to court to testify.
- FA-13.** Compared to prior years, vehicle traffic volume is down in the City's downtown.
- FA-14.** Compared to prior years, pedestrian and bicycle traffic in the City's downtown is up.
- FA-15.** On weekends there is an increase in tourists to the City's downtown.
- FA-16.** The City's downtown has 30 degree angled parking; the angle has been decreased from 45 degrees, reducing incidents.
- FA-17.** Jaywalking is illegal in the City's downtown. [Ref-04, Ref-09]
- FA-18.** California Street does not have posted speed limit signs. Some people driving from Poli Street, at the top of California Street, exceed the State recognized business district speed limit of 25 mph in an attempt to make it through all the signals. [Ref-10]
- FA-19.** The State established the speed limit in business and residential districts at 25 mph. [Ref-10]
- FA-20.** The Transportation Division ensures that crosswalks near schools are maintained annually.
- FA-21.** Crosswalks near schools are the only type that can be painted yellow. [Ref-11]
- FA-22.** The City's 2005 General Plan laid out goals for transportation choices. As stated in that General Plan, "Our Goal is to provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian, and transit opportunities in the City and surrounding region." On May 2, 2011, the City adopted the *Bicycle Master Plan* to ensure the safety of its bicyclists. [Ref-02]
- FA-23.** The City does not have a pedestrian master plan.

## **Findings**

- FI-01.** Due to a reduction in staff and lack of funding, crosswalks in the City are in need of restriping and/or upgrading. (FA-02, FA-03, FA-04, FA-05)
- FI-02.** Restriping and maintaining crosswalks in the City will lead to improved pedestrian safety. When approaching crosswalks with faded or worn-away striping, drivers find it difficult to notice them. (FA-02, FA-03, FA-14, FA-15, FA-16)

- FI-03.** Lacking an inventory of crosswalks needing maintenance makes it difficult for the Transportation Division to project and recommend an accurate budget, based on its maintenance requirements, for approval by the City Council. This will cause the budget to be underfunded. An inventory of the City's crosswalks will allow the Transportation Division to prioritize repairs and provide the City Council with a precise budget amount more aligned with its maintenance needs. (FA-02, FA-08)
- FI-04.** The City Council approved a new Streets and Maintenance contract of \$75,000 that will allow the Transportation Division to begin working with a contractor to prioritize its maintenance needs. (FA-06, FA-07)
- FI-05.** Angled parking on both Main and California streets obscures pedestrians who cross using midblock crosswalks, making it difficult for drivers to see them as they start to cross the street—especially with increased pedestrian traffic on weekends. (FA-03, FA-14, FA-15, FA-16)
- FI-06.** The use of angled parking in the City's downtown reinforces the need for well-marked crosswalks for the protection of pedestrians. Adding ladder-effect stripes to midblock crosswalks will make them more visible to drivers. (FA-14, FA-15, FA-16)
- FI-07.** Speeding on California Street is problematic. Traffic signals fail to control this situation. (FA-18, FA-19)
- FI-08.** The City promotes tourism in its downtown, bringing additional people to the area. Vehicle traffic is heaviest during weekends and late afternoons. (FA-14, FA-15)
- FI-09.** The interface between the Transportation Division and the Ventura Police Department for the transfer of required information is inefficient. (FA-11, FA-12)
- FI-10.** At this time, a pedestrian master plan similar to the *Bicycle Master Plan* has not been established. (FA-22, FA-23)

## Recommendations

- R-01.** The Grand Jury recommends that the City Council direct the Transportation Division to insert ladder-effect stripes to all midblock crosswalks in the City's downtown, for improved driver visibility. Priority should be given to crosswalks on Main and California streets where there is angled parking. (FI-01, FI-02, FI-05, FI-06)
- R-02.** The Grand Jury recommends that the City Council direct the Transportation Division to adjust the traffic signals on California Street in an effort to slow down drivers, especially during the late afternoon hours when traffic is heaviest. (FI-07)
- R-03.** The Grand Jury recommends that the City Council direct the Transportation Division to establish a pedestrian master plan, similar to the existing *Bicycle Master Plan*, to improve safety for the City's pedestrians. (FI-10)

- R-04.** The Grand Jury recommends that the City Council direct the Transportation Division to inventory City crosswalks, establish a priority list of critical maintenance, and project a budget that supports and is in line with the identified number of crosswalks in need of painting/restriping and/or upgrading in the City. Once these results are achieved, corrections should be made by the end of the 2014-2015 FY and maintained/repainted annually. This process should become part of the pedestrian master plan. (FI-01, FI-02, FI-03, FI-04, FI-10)
- R-05.** The Grand Jury recommends that the City Council direct the Transportation Division to schedule regular maintenance/painting of crosswalks to provide pedestrian safety. (FI-01, FI-02, FI-04)
- R-06.** The Grand Jury recommends that the City Council direct the Transportation Division to implement an online interface with the Ventura Police Department. This will facilitate a more efficient, timely response in obtaining accident reports. (FI-09)

## Responses

### Responses required from:

Ventura City Council (FI-01, FI-02, FI-03, FI-04, FI-05, FI-06, FI-07, FI-09, FI-10) (R-01, R-02, R-03, R-04, R-05, R-06)

### Responses requested from:

City of Ventura Public Works, Transportation Division (FI-01, FI-02, FI-03, FI-04, FI-05, FI-06, FI-07, FI-09, FI-10) (R-01, R-02, R-03, R-04, R-05, R-06)

## References

- Ref-01.** California Department of Transportation, Transportation Development Act, website <http://www.dot.ca.gov/hq/MassTrans/State-TDA.html> (accessed March 12, 2014)
- Ref-02.** City of Ventura *Bicycle Master Plan*, May 2011, website: <http://www.cityofventura.net/files/file/SAdopted%202011%20Bicycle%20Master%20Plan.pdf> (accessed March 3, 2014)
- Ref-03.** Municipal Code, City of San Buenaventura <http://library.municode.com/index.aspx?clientId=10135> (accessed January 16, 2014)
- Ref-04.** California Vehicle Code Section 21950 (a) website <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=veh&group=21001-22000&file=21949-21971> (accessed January 24, 2014)
- Ref-05.** Ventura City Council, Regular City Council Meeting, Agenda Items 7, 8, and 12, February 24, 2014, <http://www.cityofventura.net/meeting/city-council-meeting-244> (accessed February 24, 2014)

- Ref-06.** Downtown Ventura Partners Improvement District website  
<http://www.downtownventura.org/assets/WorkPlan2014-final.pdf>  
(accessed January 16, 2014)
- Ref-07.** City of Ventura *2014-2020 Proposed Capital Improvement Plan*  
[www.cityofventura.net/pw/construction/capital](http://www.cityofventura.net/pw/construction/capital) (accessed February 24, 2014)
- Ref-08.** City of Ventura website, MyVenturaAccess  
<http://www.cityofventura.net/> (accessed February 26, 2014)
- Ref-09.** Municipal Code, City of San Buenaventura, Division 16, Sec 16.150.020  
<http://library.municode.com/index.aspx?clientId=10135&stateId=5&stateName=California> (accessed February 28, 2014)
- Ref-10.** City of Ventura, MyVenturaAccess, Maintenance and Traffic signals  
<http://www.cityofventura.net/> (accessed February 26, 2014)
- Ref-11.** California Department of Motor Vehicles  
<https://www.dmv.ca.gov/pubs/vctop/d11/vc21368.htm> (accessed February 28, 2014)

## **Attachments**

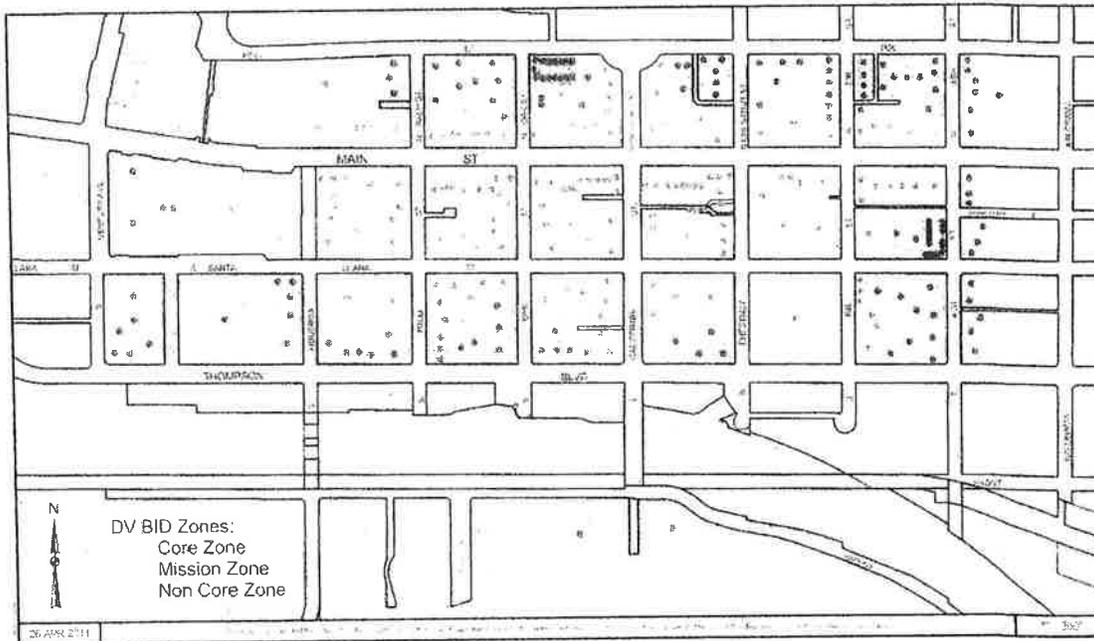
- Att-01.** Downtown Ventura Partners Improvement District Work Plan 2014 District Boundaries Map (Excerpted)

**Glossary**

<b><u>TERM</u></b>	<b><u>DEFINITION</u></b>
City	City of Ventura/San Buenaventura
City Council	Ventura City Council
Crosswalk	A place marked on a street where pedestrians can cross the street
Downtown Ventura	A 22-block area of Ventura bordered by Ventura Avenue, Poli Street, Ash Street, and Thompson Boulevard
FY	Fiscal year; the City of Ventura’s FY begins July 1 and ends June 30
Grand Jury	2013-2014 Ventura County Grand Jury
Ladder-effect	Wide perpendicular stripes that run between lines of a crosswalk
Midblock crosswalk	A crosswalk not located at an intersection
Pedestrian	A person who travels on foot
Public Transportation	Any system of an operator which provides transportation services to the general public by any vehicle which operates on land or water, for example, bus, train, or boat
State	State of California
TDA	California Department of Transportation, Transportation Development Act of 1971 (updated April 2013); formerly known as the “Mills-Alquist Deddeh Act”
Transportation Division	City of Ventura Public Works Department, Transportation Division

**Attachment 01**

Downtown Ventura Partners Improvement District Work Plan 2014  
District Boundaries Map (Excerpted)



Downtown Ventura Business Improvement District

**ATTACHMENT 2**

Response Summaries

## Response Summaries

### **FACTS**

We agree with the facts numbered: FA-03 and FA-06 through FA-23

We disagree with the facts numbered: FA-01, FA-02, FA-04, and FA-05 as follows:

1. FA-01  
The City uses a combination of Gas Tax and General funds to maintain streets in the City, including striping and pavement markings.
2. FA-02  
While we acknowledge that pavement striping and markings, and curb markings are not remarked as frequently as desired, there was no data provided to substantiate that “the majority” of City streets have faded crosswalks, striping, and curb markings.
3. FA-04  
Crosswalks in the downtown core area (Main and California) were repainted 5 years ago in 2009 when the roadway was resurfaced. Other crosswalks throughout the downtown have been remarked or installed more recent than that. For instance, on Main Street at Fir Street one crosswalk was repainted and the second one was painted in 2011.
4. FA-05  
Striping maintenance funding has never been funded through Transportation Development Act funds. The reduction in budget and staffing was done in fiscal year 2009-10 as a General Fund budget reduction.

### **FINDINGS**

We agree with the findings numbered: FI-01 through FI-04, and FI-08 through FI-10

We disagree wholly or partially with the findings numbered: FI-05 through FI-07 as follows:

1. FI-05  
Although the angled parking decreases sight distance, The raised curb sidewalk extensions bring the crossing locations out toward the center of the street allowing improved visibility of pedestrians in the angled parking areas.
2. FI-06  
Well-marked and visible crosswalks are good at all marked crosswalk locations, not just those adjacent to angled parking. Crosswalk markings do not “protect” pedestrians, they are only guidance for defining where pedestrians should cross

and alert motorists that the location is a pedestrian crossing and that a pedestrian(s) may be present. Motorists and pedestrians are required by law to treat marked and un-marked crosswalks the same. California Vehicle Code section 21950 states that both the driver of a vehicle, and the pedestrian must use due care (see attachment) at both marked and unmarked crosswalks.

3. FI-07

Staff recently conducted a speed study along California Street and the critical speed was measured at 26 mph, which is in both within the acceptable range for a speed limit of 25 mph and much less than could be reasonably enforced. In addition, traffic signals are not allowed to be timed for traffic speed reduction. Per California Vehicle Code section 22401 only allows traffic signal timing to be set at slight variance to the legal speed limit. The traffic signals along California Street are set for a 25 mph travel speed when coordinated.

## **RECOMMENDATIONS**

Recommendation R-05 has been implemented.

Recommendations R-04 and R-06 have not yet been implemented, but will be implemented in the future as follows:

1. R-04

The City is currently conducting an inventory of all roadway markings including crosswalks. It is anticipated that this effort will be completed by spring 2015. Annual maintenance funding is subject to available funds as approved by the City Council.

2. R-06

The Ventura Police Department is in process to implement a traffic collision database accessible by Transportation Engineering staff. It is expected that this will be completed by Fall 2014.

Recommendation numbered R-01 requires further analysis as follows:

1. R-01

City staff is reviewing options for improving the visibility and understanding of the midblock crosswalks in the downtown core area where existing crosswalks are concrete material. Placement of striping within the concrete area is not a recommended practice and the concrete already provides a visual contrast to the asphalt pavement. Options include advance pavement yield markings, warning signage, and extra wide crosswalk markings.

Recommendations numbered R-02 and R-03 will not be implemented because they are unwarranted or unreasonable as follows:

1. R-02

This is unwarranted. See response to Finding FI-07 above.

2. R-03

This is unreasonable within the time frame required. The preparation of a pedestrian master plan is costly and requires years of development and community outreach. Funding, developing, and approving a pedestrian master plan will take more than the required 6-month time frame of the Grand Jury recommendation time frame. For instance, the referenced Bicycle Master Plan took three years to develop and approve once funding was identified.

