



BOARD OF SUPERVISORS  
AGENDA LETTER

Agenda Number:

Clerk of the Board of Supervisors  
105 E. Anapamu Street, Suite 407  
Santa Barbara, CA 93101  
(805) 568-2240

Department Name: Public Works  
Department No.: 054  
For Agenda Of: 08/21/07  
Placement: Departmental  
Estimated Tme: 40 minutes total  
(10 minutes staff)  
Continued Item: Yes  
If Yes, date from: 07/10/07  
Vote Required: Majority

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**TO:** Board of Supervisors  
**FROM:** Department Scott D. McGolpin, Interim Public Works Director 568-3010  
Director  
Contact Info: Dace B. Morgan, Interim Deputy Director-Transportation 568-3064  
**SUBJECT: Updated Neighborhood Traffic Management Policy, All Supervisorial Districts**

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**County Counsel Concurrence**

As to form: Yes

**Auditor-Controller Concurrence**

As to form: N/A

**Other Concurrence:**

As to form: N/A

**Recommended Actions:**

That your Board approve revisions to the current Neighborhood Traffic Management Policy (TMP) for use throughout the County.

**Summary Text:**

On April 8, 1997 your Board approved and adopted a Neighborhood Traffic Management Policy which the County Department of Public Works staff has used to determine the suitability of residential streets for the installation of traffic calming improvements. The purpose of the policy is to give staff a proactive way to address requests from the community to slow down traffic near residences and schools.

The current Neighborhood Traffic Management Policy includes, but is not limited to speed humps, traffic circles, and curb extensions as approved traffic calming measures and specifically excludes stop signs and traffic signals as appropriate treatments. The policy consists of nine approval criteria. The criteria included are:

- 1) Vehicle Speed – The 85<sup>th</sup> Percentile Speed is 10 mph over the prima facie speed limit
- 2) Volume – The roadway carries an average of at least 500 vehicles per day
- 3) Negative Impacts – Traffic studies show that adjacent roadways are not negatively impacted by traffic shifting to another roadway
- 4) Petition signed by a minimum of 75% of the affected residents. “Affected residents” shall be determined by staff and shall include all residents who may be impacted by changes in traffic patterns
- 5) Traffic calming measures shall not be installed on roadways steeper than 5%

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- 6) Traffic calming measures shall not be installed on roadways greater than 40 feet in width
- 7) Major emergency response routes, as defined by emergency service providers, shall not be considered for traffic calming devices without written concurrence
- 8) Defined public transit routes shall not be considered for traffic calming devices without written concurrence
- 9) Both sides of the street shall have curb and gutter or an appropriate means of preventing circumvention of the proposed traffic calming device

The current policy also includes design guidelines. Traffic calming devices shall be approved by the Director of Public Works or the County Traffic Engineer and installations shall meet several design criteria for safety, geometric design, and drainage. Safety and performance monitoring are also required. A traffic study to determine the safety and performance of a traffic calming project shall be performed approximately six months after construction.

The revised Neighborhood Traffic Management Policy includes changes to the approval criteria. The Vehicle Speed and Volume criteria have been modified to include the following:

- 1) Vehicle Speed – The 85<sup>th</sup> Percentile Speed is 10 mph over the prima facie speed limit. **In cases where traffic calming is desired by residents, but the 85<sup>th</sup> percentile speed is less than 10 mph above the 25 mph prima facie speed limit, and the street otherwise meets the requirements of this policy, traffic calming may be allowed but must be fully funded by outside sources.**
- 2) Volume – The roadway carries an average of at least 500 vehicles per day. **In cases where traffic calming is desired by residents, but the average daily traffic volume is less than 500 average daily trips, and the street otherwise meets the requirements of this policy, traffic calming may be allowed but must be fully funded by outside sources.**

Funding of traffic calming projects is discussed in the current policy. Funding can come from many different sources. If a traffic calming project meets all of the criteria and is being funded using public funds, then these sources could be developer fees, Measure D, or County General Funds. The current update to the Neighborhood Traffic Management Policy allows private funding for a traffic calming project that does not meet either the Vehicle Speed and/or the Roadway Volume criteria. The private funding could also be generated by many sources, such as, donations from residents or a private party, or the formation of a benefit assessment district that would include the affected residents.

The current policy also includes a section for removal of traffic calming devices. Removal will be considered by the Department of Public Works when a petition signed by 75% of the affected residents requesting the removal is received and funding for the removal of the devices has been identified. If the traffic calming device was originally funded by outside sources, then the cost of the removal would also be borne by an outside source. The Department of Public Works may also remove traffic calming measures if they are determined by staff to be unsafe or unsuitable.

The purpose of the revised policy is to enable the County to better address requests for traffic calming when the County does not have the financial ability to fund all of the desired traffic calming improvement project proposals. All of the other approval criteria for the installation of traffic calming measures must be met for a project to be implemented.

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**Background:**

On September 3, 1996 the Neighborhood Traffic Management Policy was brought before the Traffic Engineering Committee for review. The policy was developed based on an extensive study of other city and county policies from throughout the United States. The members voted unanimously to recommend that your Board adopt the proposed Neighborhood Traffic Management Policy. This amended policy was not reviewed by the Traffic Engineering Committee because the changes are not safety related and all other technical provisions are still required to be met.

The Neighborhood Traffic Management Policy provides the Department of Public Works with the necessary guidelines for the installation of various traffic calming methods in residential neighborhood areas experiencing speeding motorists. In addition to informing the public on various traffic calming methods, the policy also serves as a written clarification of how limited public funds are to be judiciously spent.

**Fiscal and Facilities Impacts:**

Budgeted: N/A

**Fiscal Analysis:**

<u>Funding Sources</u>	<u>Current FY Cost:</u>	<u>Annualized On-going Cost:</u>	<u>Total One-Time Project Cost</u>
General Fund			
State			
Federal			
Fees			
Other:			
Total	\$ -	\$ -	\$ -

Narrative:

**Staffing Impacts:**

**Legal Positions:**

**FTEs:**

**Special Instructions:**

Please provide a certified, stamped copy of the minute order approving the recommendation. Please have the minute order available for pick up by Kathleen Dowd, Public Works Department, Traffic Engineering Section.

**Attachments:** #1: Updated Neighborhood Traffic Management Policy

**Authored by:** Charles W. Ebeling, C.E., T.E., Transportation Division Manager 568-3232

**cc:** Gary Smart, County Traffic Operations Supervisor