



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: June 1, 2010
Placement: Administrative
Estimated Tme:
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors
FROM: Department Director: Scott D. McGolpin, Director, Public Works, 568-3010
Contact Info: Dacé Morgan, Deputy Director, Transportation, 568-3064
SUBJECT: Prohibiting Access on the East End of Cuna Drive, Second Supervisorial District

County Counsel Concurrence

As to form: Yes

Auditor-Controller Concurrence

As to form: No

Recommended Actions:

That the Board of Supervisors:

- A. Adopt a Resolution prohibiting entry to, and exit from, the east end of Cuna Drive in the Santa Barbara area, Second Supervisorial District; and
- B. Approve the Project and Categorical Exemption pursuant to the County's California Environmental Quality Act (CEQA) guidelines under section 15301 for prohibiting access on the east end of Cuna Drive.

Summary Text:

A petition was submitted by the residents and property owners on Cuna Drive requesting a closure of Cuna Drive at Modoc Road due to a problem with cut-through traffic. It was signed by 87% (20 of 23) of affected residents and by 67% (8 of 12) of affected property owners on Cuna Drive.

Most of the vehicular volume on Cuna Drive is due to cut-through traffic avoiding two traffic signals on Hollister Avenue. Cuna Drive is a narrow, two-lane road between Modoc Road and Nogal Drive. Its primary function is to provide access to residences on Cuna Drive. It is neither intended nor designed to act as a thoroughfare between Nogal Drive and Modoc Road. Drivers traveling between Modoc Road and Nogal Drive should use Hollister Avenue because it is an arterial road designed to handle higher traffic volumes.

Based on a previous request by residents and property owners for traffic calming, the Public Works Department reviewed Cuna Drive and determined the best solution would be to prohibit access at Modoc Road. In response to the petition and our previous investigation, the Department has prepared a Resolution for the Board's approval to prohibit entry to, and exit from, the east end of Cuna Drive at Modoc Road, per California Vehicle Code 21101(f).

Background:

Residential streets should accommodate local traffic in a safe and efficient manner with due regard to surrounding land uses. Excessive traffic speed and volume on residential streets leads to local increases in noise and air pollution, perceived and real hazards to children and other pedestrians, and difficulties in exiting driveways. These issues can be mitigated by neighborhood traffic management techniques, including coordinated enforcement, land use planning efforts, and traffic calming.

Traffic calming involves strategic physical changes to residential streets to reduce vehicle speeds and excessive traffic traveling through residential neighborhoods. Limited enforcement resources, newer and more maneuverable cars, changing neighborhood densities, and lack of vehicular capacity on arterial roads are some of the factors contributing to excessive vehicular intrusion and speeds in residential areas. Traffic calming devices such as speed humps, are intended to reduce cut-through neighborhood traffic and/or reduce vehicle speeds, as well as encourage the use of arterials rather than local streets. In many cases, traffic calming features are also used to improve the aesthetics of a neighborhood.

In late 2007, the residents of Cuna Drive initiated a request for speed humps due to cut-through traffic. The Public Works Department studied Cuna Drive and determined that it did not meet the Board approved criteria necessary for traffic calming to be installed and maintained by the County. However, on October 23, 2007, the Board approved an amended Neighborhood Traffic Calming Policy that allows for residents to install and maintain traffic calming devices when certain criteria are met. Cuna Drive meets the necessary criteria, and the residents are willing to install and maintain the traffic calming devices.

In 2008, the Department met with the residents to present various options and our recommendations. These options included speed humps, road narrowing, one-way travel, partial access restriction, and a single point road closure. It was determined that a road closure would be the best solution to eliminate cut-through traffic. Speed humps and road narrowing likely would not deter drivers due to the short length of Cuna Drive. One way and partial access restrictions would only eliminate half the problem and would be difficult to enforce. A road closure however, would be highly effective at deterring drivers by the installation of curb, sidewalk, and vegetation across Cuna Drive, subject to the approval of emergency responders, including the Fire Department. Public Works has contacted the Fire Department regarding the closure, and they are willing to approve a standard 6-inch high island across Cuna Drive, stipulating a 20-foot wide clear zone, and a 20-ton weight capacity.

The residents reviewed their options and our recommendations, and on April 1, 2010, submitted a petition requesting that Cuna Drive be closed off to all vehicular traffic at Modoc Road.

Fiscal and Facilities Impacts:

Budgeted: No

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: Road Fund			
Total	\$ -	\$ -	\$ -

Narrative:

Funding will come from the residents of Cuna Drive for the installation and maintenance of the road closure.

Staffing Impacts: N/A

Legal Positions:

FTEs:

Special Instructions:

Please provide a copy of the executed documents and a certified, stamped minute order to the attention of Beverly Cross, Public Works, ext. 3094.

Attachments:

Vicinity Map
Resolution
Notice of Exemption

Authored by:

Bert Johnson, Traffic Engineering Associate III, 805-739-8787