



Neighborhood Traffic Management Policy



**Board of Supervisor's Hearing
August 21, 2007**

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Policy Purpose and Need

- Provides remedies for community concerns regarding:
 - Traffic cutting through residential neighborhoods
 - Speeding on residential streets
 - Perceived lack of pedestrian friendliness due to vehicular traffic
- The Policy was needed to enable the County to:
 - Consistently evaluate requests for Traffic Calming measures
 - Impartially evaluate those requests
 - Wisely expend County funds

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Policy History

- In 1996 the Policy was developed for streets in a Residential District because Traffic Calming measures can safely be implemented when the prima facie speed limit is 25 mph
- The Policy was reviewed by the Traffic Engineering Committee on September 3, 1996.
- The Neighborhood Traffic Management Policy was adopted by your Board on April 8, 1997.

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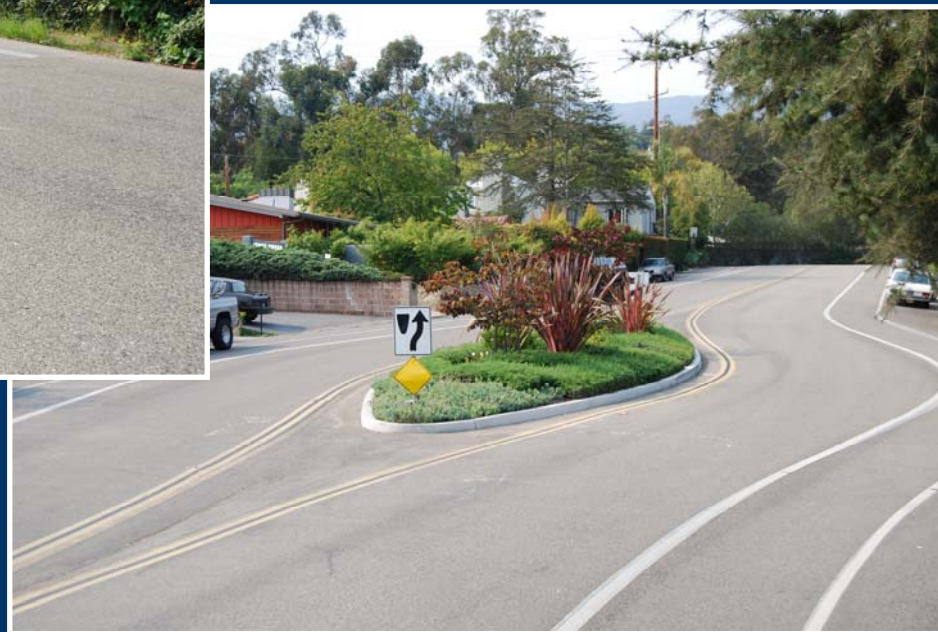


Existing Policy Implementation



SPEED HUMP –
PUEBLO AVENUE

MODIFIED TRAFFIC CIRCLE
– HERMOSILLA DRIVE



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Key Policy Components

- Approved Traffic Calming Measures
 - Speed Humps, Traffic Circles, and Curb Extensions
- Approval Criteria
 - Vehicle Speed, Traffic Volume, 75% Approval by Affected Residents, Roadway Design, and Emergency and Transit Route Considerations
- Design Guidelines
 - Right-of-Way, Sight Distance, and Signing and Street Lighting



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Key Policy Components *(Continued)*

- Safety and Performance Monitoring
 - Traffic Engineering Study is conducted six months after installation
- Funding
 - County Road Funds, General Fund, Transportation Improvement Plans, Grants and Non-Public Sources
- Requests for Removal
 - For removal, 75% vote in favor by affected residents is again required.



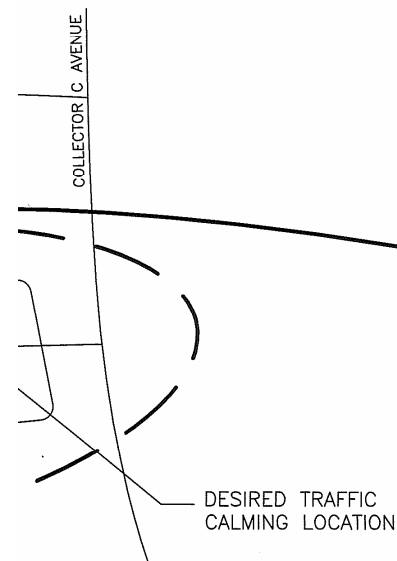
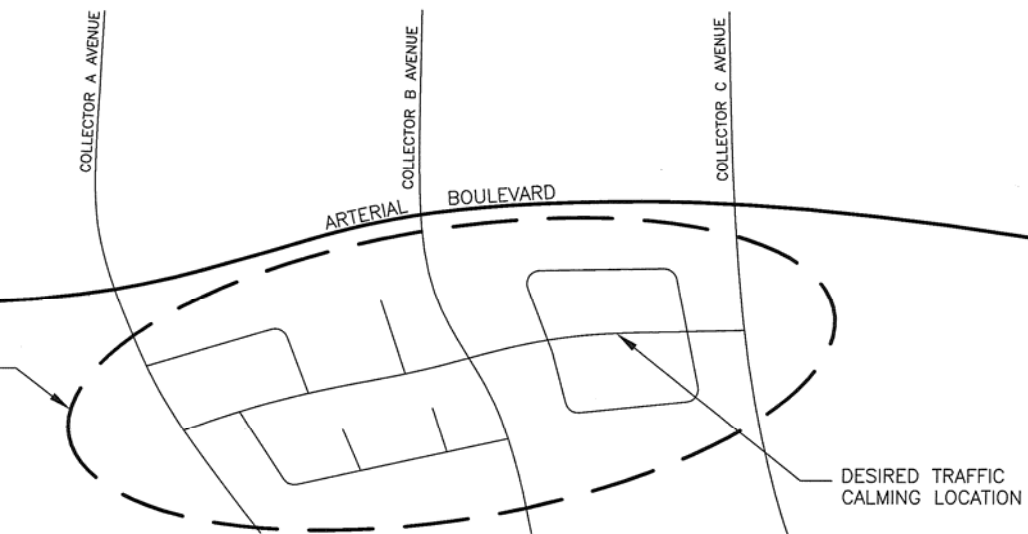
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Key Policy Details

% of the affected residents



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Policy Revisions

APPROVAL CRITERIA CHANGES

	CURRENT POLICY	POLICY ADDITIONS
VEHICLE SPEED	Speed is 10 mph over 25 mph speed limit	If criteria not met – Non Public Funds can be used
TRAFFIC VOLUME	Volume is between 500 vpd and 5,000 vpd	If criteria not met – Non Public Funds can be used

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Funding

- Request meets all policy criteria

Public funds can be used such as:

1. Traffic Improvement Plans (Developer Fees)
2. Measure D
3. General Fund
4. State and Federal Grant Programs
5. Non-Public Funding

- Request does not meet the Speed or Volume criteria

Examples of potential non-public funding sources could include:

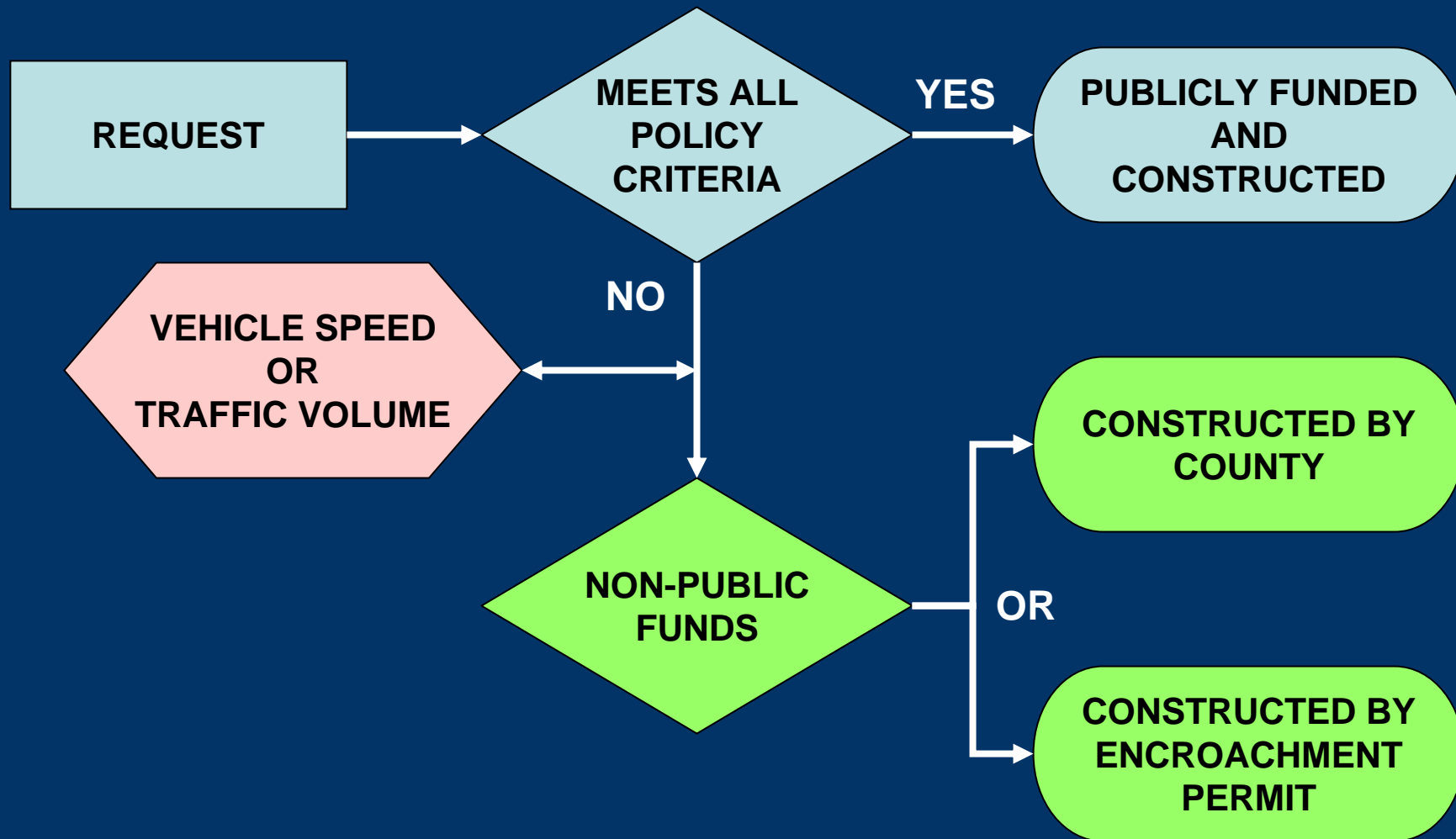
1. Private Donations
2. Formation of a Benefit Assessment District
3. Home Owners Associations
4. Other private organizations

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Implementation and Construction



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Staff Recommendation

- County of Santa Barbara Department of Public Works recommends that your Board adopt the updated Neighborhood Traffic Management Policy



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THANK YOU!

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Key Policy Details

- Policy requires that a petition be signed by 75% of the affected residents
- Example of affected residents:

