

MEMORANDUM**DEPARTMENT OF PUBLIC WORKS**

County of Placer

TO: BOARD OF SUPERVISORS

DATE: February 6, 2007

FROM: KEN GREHM / RICK DONDRO

SUBJECT: **NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM WORKSHOP****ACTION REQUESTED / RECOMMENDATION**

Conduct a Public Workshop for the Placer County Neighborhood Traffic Management Program (NTMP).

BACKGROUND / SUMMARY

The quality of life in residential neighborhoods is affected by many factors, including traffic that utilizes the local roadway system. The County receives many complaints each year concerning the speed of vehicles, and in some cases, the volume of traffic on those roadways. We receive requests from individuals and neighborhood groups for various traffic control devices and increased enforcement of current laws. The CHP and DPW work together to address these issues in a coordinated manner.

When requests and complaints are received, Public Works staff contacts the individual or community group, performs site visits, and collects needed data to arrive at a solution for the traffic-related issue. Some of these solutions may involve additional signage or modifications to roadway striping. For larger and more complex problems where more than one treatment may be appropriate, Public Works staff develops several possible solutions, and then works with the community to arrive at a solution.

With the projected growth in population in the County and subsequent increase in traffic volumes, it is anticipated that more frequent requests will be made of the County to reduce speeds of traffic on residential streets and in some cases, reduce traffic volumes. To that end, the Board provided direction to the Department to develop a formal process that addresses the current roadway system, as well as, standards for future development.

Staff retained the services of Fehr and Peers, a traffic consultant with experience in developing neighborhood traffic management programs, commonly referred to as "traffic calming programs". An Advisory Committee was established that included a wide range of representatives with varying interests. This advisory group included representatives from Municipal Advisory Councils, at least one representative appointed from each of the Supervisor's Districts, law enforcement, fire districts, transit service provider, and County departments. Three meetings were held with the Advisory Committee to educate the committee on the various types of devices available, gain input on the types of devices that should be included in the County's program, and to review the program. At the end of the final meeting, there was general consensus that the program addressed the individual and the groups concerns, and will be a useful tool for helping address traffic speed on residential streets.

This program provides a process for addressing neighborhood issues and contains a wide variety of devices and treatments. The recommendation of Public Works, the Advisory Committee, and the consultant is to include a wide variety of treatments (32 in all) so the 'toolbox' will be useful for a broad range of traffic-related issues. Speed humps are one of the devices contained in the toolbox that have been controversial in other jurisdictions. The County currently does not have any speed humps on any County maintained roadway. Speed humps can be effective in reducing vehicle speed when used properly, in the right situation. Residents who live near the humps sometimes find the devices unacceptable and have forced removal in some cases. Some local jurisdictions (Roseville, Rocklin and Auburn) do not allow new speed humps on their streets. In order to insure that speed humps are supported by a majority of the neighborhood, the program calls for a vote of the residents and requiring them to pay for a portion of the installation costs of speed humps. Other upgrades, such as landscaping, will also be funded by the community. The installation of normal traffic control devices, such as signs, can be funded with Road Funds. Funding to install other devices will be determined on a case by case basis.

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With such a wide range of treatment options, it is imperative to develop a program that gains community involvement and approval. The proposed program achieves this goal. The process involves four steps: plan initiation, plan development, plan support, and plan implementation. Through all steps, there is heavy community involvement. A summary of this process is attached.

The best and most effective way to implement this program is to incorporate features into the original design of a subdivision. The program includes design guidelines for new developments which can be used by County staff and consulting engineers.

With the completion of the Advisory Committee phase, the workshop for the Board is intended to introduce the draft program to the Board and the general public. A copy of the draft program was provided to your Board under separate cover. During this workshop, staff and the consultant will present the plan and answer any questions that may arise. Staff will take direction from the Board for modifications to the program. The program will then be brought back to the Board at a future meeting for final adoption and implementation.

ENVIRONMENTAL

This workshop is categorically exempt from the process of CEQA Section 15061(b) (3), no potential to cause significant environmental impact.

FISCAL IMPACT

There are two distinct components required for the development and implementation of a traffic management program. The first is development of the plan, which requires staff time, and the second is the implementation. Some staff time can be devoted to this effort with current staff levels. If we receive many NTMP requests, they will need to be prioritized to fit within available staffing levels. The costs of minor improvements (signs and striping) can be absorbed in the Road Fund. The construction of some street features can be expensive, depending on the type and extent of the proposal. More extensive projects will be brought to your Board for consideration.

Attachment: Traffic Management Program - Four Step Process

TRAFFIC MANAGEMENT PROGRAM FOUR STEP PROCESS

1) PLAN INITIATION

- Citizen's or group request consists of a traffic concern
- Department of Public Works (DPW) staff assesses what is an appropriate treatment, traffic calming or other
- If traffic calming is a potential solution, the proponent will petition the area residents for support (10 minimum signatures are required to continue process)
- Define full study area and collect data needed, such as traveling speed of vehicles and volume

2) PLAN DEVELOPMENT

- Notify the affected area of program development
- Hold a community meeting to educate the public, define the desired outcome, and form the Neighborhood Traffic Committee (NTC)
- DPW staff and NTC reviews data and formulates ideas to address the problem
- Identify the physical devices that are appropriate for use to treat the specific issue
- Solicit other agency input regarding the potential for these devices to be used on the roadway segment (Sheriff, California Highway Patrol, Fire District School Districts, Transit Providers, etc.)
- Hold a community meeting to discuss draft plan; revise if necessary
- Plan approval by the DPW and NTC

3) PLAN SUPPORT

- Inform and educate the neighborhood of the developed plan by an appropriate method (mailers, public notice, etc.)
- Distribute neighborhood surveys to all affected residents, business owners, multi-unit dwellings, and property owners to determine support (minimum response rate of 50% with 67% approval).
- Identify general non-neighborhood support
- If there is support, it moves to the next step. If there isn't support, then the plan is returned to the plan development (Step 2) for revision

4) PLAN IMPLEMENTATION

- Design and consult with affected agencies
- Construct temporary or permanent devices
- Monitor for 3 to 6 months
- DPW staff meets with NTC to discuss the results
- If the desired result is achieved, the temporary devices are installed permanently
- If the desired result is not achieved, then the plan is returned to the plan development (Step 2) for revision

