

MEMORANDUM

DEPARTMENT OF PUBLIC WORKS
County of Placer

TO: BOARD OF SUPERVISORS

DATE: March 6, 2007

FROM: KEN GREHM / RICK DONDRO

SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

ACTION REQUESTED / RECOMMENDATION

Approve the Placer County Neighborhood Traffic Management Program (NTMP), and direct staff to implement the program and make it available to the public.

BACKGROUND / SUMMARY

The Placer County Neighborhood Traffic Management Program is a process for Communities, County Staff, emergency response providers and other interested parties to collaboratively work together to address community traffic concerns. The proposed program proposes a phased approach to developing effective measures that have the overwhelming support of the community.

The County retained the services of a traffic consultant with experience in developing neighborhood traffic management programs, commonly referred to as "traffic calming programs", to help develop a program. 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. The program proposes that certain upgrades, such as landscaping, will be funded by the community. The installation of normal traffic control devices, such as signs, would be funded with Road Funds. Funding to install other devices will be determined on a case-by-case basis.

The program involves substantial community input and approval throughout implementation of individual projects. The process involves four steps: 1) plan initiation, 2) plan development, 3) plan support, and 4) plan implementation.

A public workshop was held at the Board of Supervisors meeting on February 6, 2007 to present the Placer County Neighborhood Traffic Management Program to the Board and general public. Staff presented the process and a toolbox of traffic control measures that would be used to address issues of speeding vehicles in residential areas. There appeared to be support of the overall plan from the Board and public, although, some concerns were expressed over the possible use of speed humps within unincorporated areas of the County.

The Department included the use of speed humps in the proposed program with provisions to insure local support. If speed humps were being considered, the neighborhood will be surveyed; and the program requires a 50% response and support by 67% of the respondents. In addition, the cost of the speed humps will be funded by a 75% financial contribution from the residents. This contribution should ensure speed humps are supported by the residents and encourage residents to look at other traffic calming devices that can provide similar affects on reducing traffic speeds on neighborhood roadways.

Other options on speed humps are available for Board consideration. First, the Board could remove speed humps from the toolbox. Other options include modifying the program to include a higher level of community approval or to provide temporary speed humps for a test period prior to final implementation.

There has been one minor modification made to the plan subsequent to the last Board meeting. A step was added within the plan development stage to analyze whether CEQA applies to any activity undertaken as a consequence of this plan. This step occurs prior to any plan approval or funding allocation.

ENVIRONMENTAL

This activity is a Class 6 Exemption, Section 15306 of the CEQA Guidelines, based on the fact that this action is the approval of a plan that does not authorize any project activity without subsequent environmental review. Also, there are no exceptions to the application of this exemption to the approval of this plan.

FISCAL IMPACT

There are two 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 by 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.