



## Legislation Details (With Text)

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Date	Ver.	Action By	Action	Result
10/4/2017	1	Facilities & Transportation Committee		

Discussion Regarding the Neighborhood Traffic Calming Program

## SUMMARY AND RECOMMENDATIONS

Staff will provide an overview of the City's Neighborhood Traffic Calming Program (NTCP) and the status of upcoming neighborhood traffic calming improvements.

This report is for information only and no action is required.

## BACKGROUND

The City of San Leandro receives numerous requests, complaints and suggestions from residents concerning speeding and excessive volume from cut-through traffic on residential roadways. In July 2003 the City Council approved the Neighborhood Traffic Calming Program to include a toolbox of various traffic calming devices and to provide objective guidelines in administering the Program's available funds.

The purpose of the Neighborhood Traffic Calming Program (NTCP) is to improve livability and quality of life through the deployment of an array of engineered traffic calming devices and to provide objective guidelines in administering the NTCP's available funds. The NTCP provides a more comprehensive approach to traffic calming on local residential and residential collector roadways. It is the City's intent to continue to supplement the NTCP through educational and enforcement efforts, and possibly expand these efforts as resources become available.

## Analysis

### Highlights of the Neighborhood Traffic Calming Program:

- A request can be made by a resident or property owner along with four of their neighbors by contacting the Engineering and Transportation Department for an NTCP application
- Staff will define a study area and will collect traffic speed and traffic volume data to determine if at least one of the following minimum criteria is met:
  - 85<sup>th</sup> Percentile Speed--Critical speed is at least 32 miles per hour for residential local roadways and 34 miles per hour for residential collectors; OR
  - Average Daily Traffic--The average daily traffic volume is at least 1,000 vehicles for local roadways and 2,000 vehicles for residential collectors
- If the roadway meets one of the minimum criteria, then the neighborhood will be prioritized each October along with all the other requests based on traffic speed, volume, pedestrian generators and collisions
- Based on current proposed funding levels and existing staffing levels, one neighborhood will be selected for improvement each year. If a neighborhood is not selected but meets all of the criteria for speed humps, then the process for speed hump installation can be pursued for those neighborhoods
- Staff will hold a neighborhood meeting with the selected neighborhood to identify more specifically the issues and to inform them about the NTCP process
- Staff will mail out ballots to initiate the NTCP process to all residents and property owners within the Focused Area (Improvement Area). 67% approval is required.
- Staff will develop traffic calming alternatives based on input from the first neighborhood meeting
- Staff will hold a second neighborhood meeting to present the alternatives and identify a neighborhood preferred alternative
- If a project is recommended, temporary devices may be installed for 6-9 months
- Staff will mail out ballots to residents and property owners within the Focused Area (Improvement Area) and Influence Area (Neighboring Area) to approve the final traffic calming plan. Approval is based upon the Composite Voting System shown in the figure below.

### Lessons Learned:

- Strengths: The NTCP process generates a high degree of neighbor involvement. The NTCP toolbox offers numerous traffic calming features that may be collectively selected to achieve the traffic calming goals. Furthermore, the clearly outlined process is understandable and transparent to all participants.
- Weaknesses: The NTCP process is time-consuming and expensive.
- Strengths: Few roadways need the full NTCP process which includes numerous neighborhood meetings. Since 2003, the full NTCP process including neighborhood meetings has been applied to projects only on Broadmoor Boulevard and Best Avenue. The yearly traffic calming list is getting shorter each year, with fewer streets needing traffic calming features. Furthermore, speed humps or speed cushions are sufficient and cost effective to calm most of the neighborhood traffic issues. This orderly resolution of issues has allowed the Engineering and Transportation Department to focus more on traffic safety issues and complete improvements such as the San Leandro Boulevard, Park Street and West Broadmoor Boulevard semi-roundabout.

### **Current Agency Policies**

Maintain and enhance San Leandro's infrastructure

### **Previous Actions**

On June 20, 2011, via Resolution 2011-129, Council amended Title 8, Chapter 7 to the San Leandro Administrative Code and Establishing Guidelines for the Neighborhood Traffic Calming Program

### **Fiscal Impacts**

The total project cost budgeted for FY 17-18 is \$100,000.

### **Attachment to Staff Report**

- Neighborhood Traffic Calming Program Summary - 3
- Neighborhood Traffic Calming Program Maps - 3

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