Chapter Two

Program Overview

Before a specific neighborhood traffic management plan can be implemented, specific issues must be addressed. First and most importantly, the specific neighborhood concern must be identified. Is there excessive speeding through your neighborhood? Do others use your street as a cut-through route to avoid congested areas? Is it difficult to walk through your neighborhood due to concern for safety? Are there an abundance of accidents at a particular location? Once a concern is identified, it may be possible to address the issues through Stage 1 or Stage 2 measures. Stage One measures are generally deterrents, relying on the driver to change their behavior. Stage Two measures tend to make a driver change their behavior due to some physical device in the roadway. Section 2.1 gives an overview of the process and Section 2.2 illustrates the process through a flowchart.

2.1 Process

If a citizen would like to report a traffic issue, a Community Action Request (CAR) form should be filled out to provide the City with background information. This will help the City characterize the concern prior to initial investigation. The CAR form can be found at the City of Solana Beach's Engineering Department, located in City Hall.

The process is initiated when a specific traffic related concern is identified. A neighborhood traffic concern can be identified by the residents of the affected area, City Staff, the Traffic Technical Action Committee (TTAC), the Public Safety Commission, or the City Council. If a resident initiates the process, a Community Action Request (CAR) form must be completed by homeowners in the affected area. The CAR form asks that a specific problem be identified as clearly as possible, providing information such as type of problem (i.e. speeding, cut-through, accidents, etc.), a specific location (i.e. road segment, intersection, etc.), and the time when problem occurs.

At this point, TTAC evaluates the reported traffic concern. Methods of evaluation may include speed surveys, Stealth Technology deployment, volume counts, and site visits. The data gathered through these various methods will paint a picture as to what is really transpiring within the neighborhood. Actual traffic patterns, speeds, and volumes may be recorded. Based on the information collected, TTAC will first consider treatments from the Stage 1 measures.

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TTAC will make a decision as to whether the proposed action is effective and feasible. This determination takes into consideration the extent of the problem, cost to apply the measure, and whether the treatment will help alleviate the problem. If TTAC finds the treatment feasible, the process will continue. If a Stage One measure is not feasible, TTAC may consider a Stage Two measure. Otherwise, no further action will be taken.

The next step in the process is to notify the Public Safety Commission and determine if City Council approval is required for the specific Stage 1 measure. Stop Signs, roadway striping, and parking restrictions all require City Council approval. If the City Council approves the Stage 1 measure or the measure does not require City Council approval, the treatment will be installed.

After a Stage 1 measure is implemented, it will be determined whether it is effective. If the Stage 1 measure is not effective and the problem persists, the TTAC will reevaluate the situation and determine if a Stage 2 measure is appropriate. Similar to the selection of a Stage 1 measure, TTAC will select a treatment and determine if it is feasible. If a feasible treatment is found, it will be heard at a Public Safety Commission Meeting for recommendation. If it is not recommended, the citizens have the opportunity to appeal the Public Safety Commission for reconsideration. If recommeded by the Public Safety Commission on the first attempt or on appeal, the item will then be heard by the City Council.

If no City money is available, an assessment district may be created to pay for construction and maintenance of the measure.

If the City Council approves the proposed Stage 2 measure, a determination will be made as to whether the City will provide funding. If no City money is available, the residents have the opportunity to create an assessment district. This will follow the steps that are required to create and approve an assessment district. At a minimum, 67% of the neighborhood must support the plan. Neighborhoods boundaries are defined in Appendix C.

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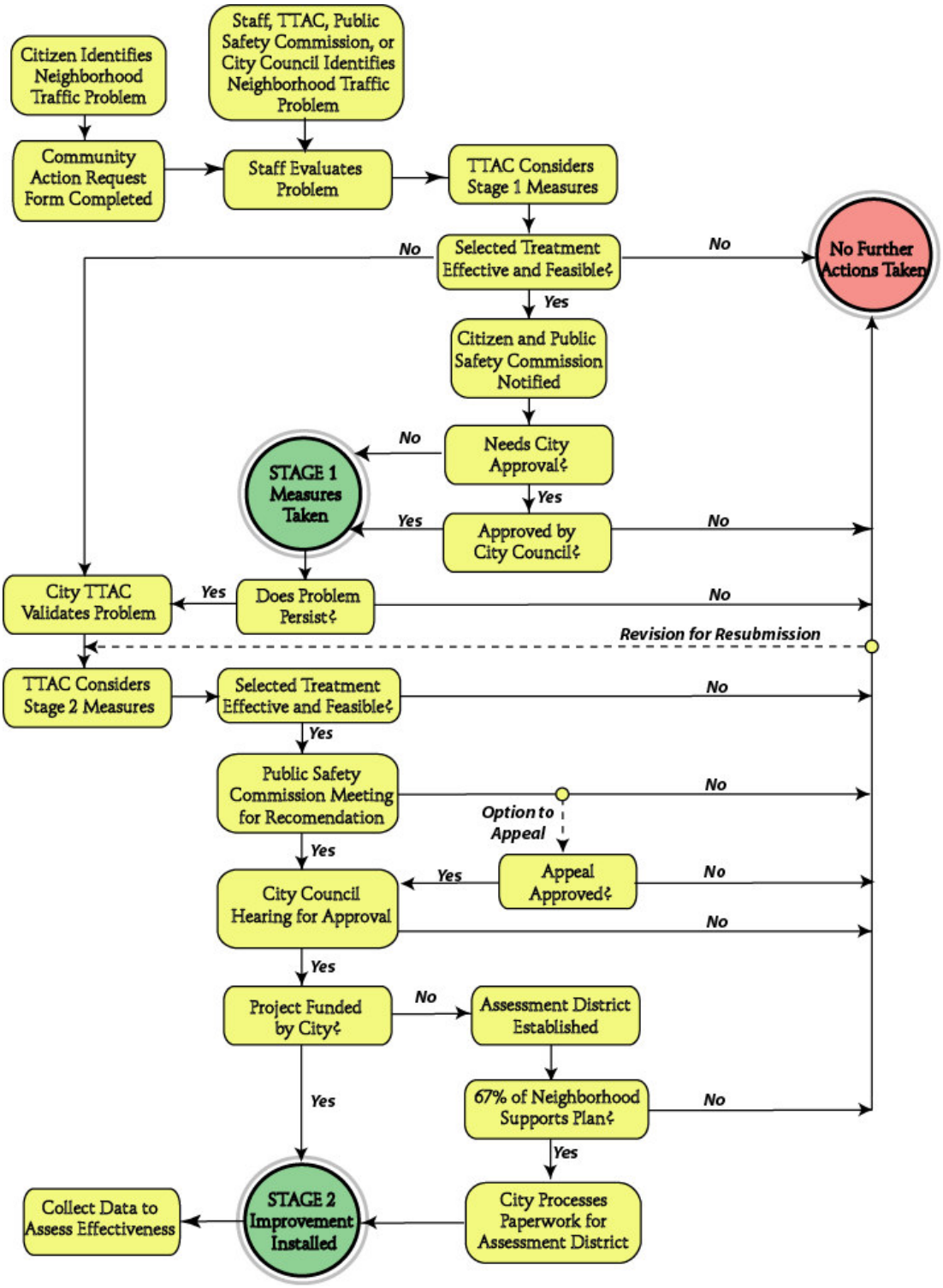
Projects funded by the City and those with approved assessment districts will then go through design and implementation of the Stage 2 measure. After installation, data will be collected to determine the effectiveness of the project.

If a project is eliminated during the Stage 2 selection process, it may be revised and resubmitted to TTAC for further consideration.

A flowchart of the process is located on Page 5.

2.2 Flowchart



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Stage One Tools

Stage One Tools consist of devices that can generally be implemented by City Staff without approval by the Public Safety Commission or the City Council. These measures include tools such as traditional enforcement, radar speed trailers, and neighborhood signage programs. Stop signs, striping changes, and parking restrictions are Stage One Tools; however, these devices must go through the Public Safety Commission and City Council approval process.

Stage Two Tools

Speed Humps and Raised Croasswalks are both Stage Two Tools.

Stage Two Tools typically involve installation of hardscape to the roadway. These measures require time before implementation to study the neighborhood, evaluate the collected data, and design of the proper solution. Hardscape can be more effective at addressing specific neighborhood concerns , such as cut-through traffic and speeding. But, care must always be given to the impacts that the devices will have on the surrounding community. This is further discussed in Section 2.6 Special Consideration. Stage Two measures require a public hearing with the Public Safety Commission and the City Council. The Process outlines the required steps that must be taken to implement any Stage Two Tool. Descriptions of all Stage Two Tools can be found in Chapter Three, the Traffic Management Toolbox.

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Special Considerations

Cumulative effects on EMS response times must be considered when thinking about installing any Stage Two Traffic Management measures.

Emergency Response Services

When considering any Traffic Management Tools, special consideration must go into the impacts on emergency response services. Some tools, such as Speed Humps, could increase response time and cause patient discomfort. One device may not have a drastic impact on response time; however, a series of devices throughout an area could have a larger cumulative effect. Emergency Response Services will have to cope with the impacts on the return trip as well. This is especially important when transporting patients to hospitals. The needs of the community as well as Emergency Response Services must be balanced when devising and neighborhood traffic management plan.

As seen above, vehicles, bicycles, and pedestrians must share the road. All user must be accommodated when design a traffic management program scheme.

Other Users

Bicyclist, skaters, pedestrians, and others using alternative non-motorized wheeled devices must be considered when developing any traffic management plan for an area. These users have as much right to utilize the roads and paths as vehicles do. In communities that have heavy pedestrian volumes, special attention may be paid to making sure that the design includes things like pedestrian refuges and sidewalk.

Community Needs

Each neighborhood in the City has is own unique feel and atmosphere. When considering the different tools available, thought must go into how it will fit into the neighborhood. Many people will buy or rent in a particular area because of its unique characteristics. The purpose of the neighborhood traffic management program is to modify driver behavior, not to change the character of the neighborhood.

Maintenance

Most tools included in this program will require some form of maintenance. Tools such as roadway striping and stop signs

This chicane has been built away from the existing curb to maintain drainage. As can be seen from the photo, debris has a tendency to collect between the device and the curb. Photo Courtesy of: www.pedbikeimages.org / Dan Burden

require minimal to moderate maintenance. Most Stage Two Tools, however, do require a significant amount of maintenance. Changes in the curb curvature may increase the time needed when doing street sweeping. Some devices will require maintenance crews to use hand tools rather than the large trucks. An example would be bulbouts that are built away from the existing curb to maintain existing drainage. The area between the curb line and the bulbouts would have a tendency to accumulate debris. Maintenance is also required for any landscaping that is installed.

Design Consideration

Most Stage Two tools alter the existing layout of the road. This includes changes in the road elevation at points, introduction of landscaping and irrigation, and changes in the curb line. In many cases, installation of a tool will in some way have an impact on the existing drainage configuration. Impacts on drainage should be addressed and mitigated in the design process.

Surrounding Area Impacts

When designing a traffic management plan for a specific street or neighborhood, the affects it has on the surrounding community must be looked at. The goal of the Neighborhood Traffic Management Program is to solve or alleviate an existing traffic issue. Thought must go into whether the perceived solution will only move the problem to a neighboring road. For example, if cut through traffic is a specific issue on one road and the perceived solution is to cul-de-sac that road, chances are the volume of cut through will use the next available road running parallel. The cut through problem has not gone away, but has now moved to an adjacent roadway. This may create a situation where the same traffic issue will need to be addressed again on another street. It is more effective to address the overall issue as it relates to the neighborhood from the start.