



DATE: April 4, 2013

AGENDA ITEM #4

TO: Planning and Transportation Commission
FROM: Cedric Novenario, Transportation Project Manager
SUBJECT: Neighborhood Traffic Management Plan

RECOMMENDATION:

1. Receive a presentation regarding the Neighborhood Traffic Management Program (NTMP)
2. Provide comment to NTMP update

BACKGROUND

The citizens of Los Altos place a high value on the “livability” of their neighborhoods. Intrusions that can negatively impact this livability are excessive speed and increased vehicular volume or “cut-through” volume on local streets such that residents feel unsafe.

Traffic congestion is an important issue throughout the region and is having an increasing impact on residential streets in Los Altos. Given the residential nature of Los Altos, most of our streets, even the high volume ones, have homes fronting on them. A growing number of people are concerned about the conflicts they see arising between the automobile and the other uses of their streets and neighborhoods. The NTMP was created in 1998 to address these issues.

Please see the Attachment 1 for a summary of the current NTMP program. The full copy of the NTMP document can be accessed here:

<http://www.losaltosca.gov/commdev/engineering/ntmp.html>

DISCUSSION

Since the NTMP was created, there have been approximately 20 neighborhoods that have participated in the NTMP process. This process includes obtaining signed petitions of the perceived affected neighborhood area and collecting traffic data. Of those 20 that participated in the process, only 5 neighborhoods completed the process all the way to

construction. It has been the staff's experience that most NTMP projects often do not gain enough neighborhood support to approve the proposed traffic calming plan.

Currently, staff is drafting an update to the current NTMP document. Staff is working with Siemens, Inc to prepare this update. An ad-hoc committee comprised of two former traffic commission members, formed in early 2012, assisted Siemens and City staff in identifying areas where the NTMP required updating.

Staff also requested Siemens to perform a comparison of the Los Altos NTMP against surrounding Cities. The purpose of this comparison is to gauge if the City's program are in-line with local practices. Some of the data points compared were

- Petition requirements
- Methods of funding
- Speed and Volume thresholds

In general, the Los Altos NTMP are comparable and do not vary significantly compared to Cities like Mountain View, Palo Alto and Sunnyvale. Most cities require a petition to be signed to signify initial consensus among residents that traffic calming is a desired remedy. The petition also signifies that residents understand the policies and procedures in implementing traffic calming remedies. The comparable thresholds for petitions range from 10% in favor to 50% in favor of the traffic calming remedy.

In terms of speed and volume, most cities and standard industry practice have two primary benchmarks:

1. The 85th % speed is 7 mph or higher in a 25 mph zone
2. Average daily traffic is a minimum of 800-1200 vehicles per day.

Depending on the agency, one or both of these benchmarks may be required to continue with the process. The City of Los Altos only requires one of these benchmarks to be met.

A copy of the proposed NTMP changes is highlighted in Attachment 1. Attachment 2 is a memo from Siemens which further identifies the proposed revisions.

RECOMMENDATION

The Commission is requested to provide comments and suggestions for consideration in updating the NTMP program.

Attachments

1. NTMP Presentation
2. NTMP Memo-Siemens



TRANSPORTATION & TRAFFIC

o Neighborhood Traffic Management Program

Attachment 1



NTMP

- o Recent version from 2005
- o Currently updating for 2013
- o Goal
 - Address neighborhood concerns and to reduce the speed and volume of traffic on neighborhood streets.
 - Primary focus on "local" streets



NTMP Policy

- o Requests for NTMP are taken on a first come-first serve basis
- o Budget approximately \$50k/FY
 - Costs included design and construction
 - Construction costs is 50% cost shared
- o Only approved signs from the CA MUTCD will be used.

NTMP Procedures

- Resident inquiry
- Definition of the affected area
- Neighborhood representative will be provided a petition to be signed by residents in affected area.
 - 30% of the household signatures in favor are required
- If signatures are obtained
 - Staff will organize a neighborhood meeting to further explain NTMP, listen to issues and solicit input
 - If further action is desired, then a service fee is collected.

NTMP Procedures

- Data Collection Thresholds
 - Speed-85th% speed greater than or equal to 32mph
 - Traffic Volume- between 800-3,500 vehicles per day
 - If neither are met, the project ends and the service fee is refunded.
 - If either threshold is met, the process will continue.
- Second Neighborhood Meeting
 - Present data
 - Traffic Calming Options
 - Costs
 - 50% cost share between neighborhood and City

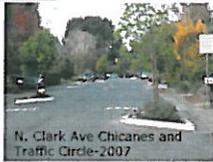
NTMP Procedures

- Third Meeting
 - Presentation of the Traffic Calming Plan
 - Finalize
 - If neighborhood decides to terminate at the meeting, any remaining portion of service fee will not be refunded
 - If neighborhood wishes to proceed with vote, then, ballots will be mailed to affected area:
 - 55% must be in favor
 - 66.67% of adjacent property owners to a proposed device also must be in favor
 - If the vote fails, any remaining funds are returned

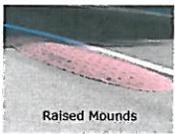
NTMP Approvals

- If vote successful
 - Present plan to PTC
 - Present Plan to City Council for Consideration
 - If approval not obtained, service fee is refunded
 - If approved, neighborhood will be required to collect and submit construction funds.
 - Temporary vs. Permanent
 - Once fees are obtained, Staff will request funds from Council and approval to advertise.
 - Construction

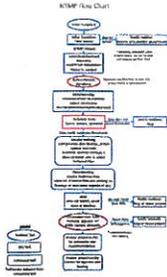
Traffic Calming Devices in Los Altos



Other Traffic Calming Devices



NTMP Update Summary



Other Programmatic Modifications

- Add program Goals and Objectives
- "Neighborhood Area" definition
- Consider Remove traffic diversion elements
- Fees will increase from \$300-\$500
- See attached memo for additional information



CA Lic: 647154
3765 Yale Way
Fremont, CA 94538
(510) 440-8127 Phone
(510) 440-1751 fax

Memo

To: Cedric Novanario

From: Steve Fitzsimons

Date: October 4, 2012

Re: NTMP Update
Summary of recommended changes

Per our discussions in a meeting at your office and a LiveMeeting (computer connection) on September 24, this memo presents a summary of recommended changes. The changes are given with reference to a page number of the *City of Los Altos Neighborhood Traffic Management Program, April 2005 (NTMP)*.

The easiest way to understand the changes may be to have a copy of the NTMP in view while reviewing this memo.

Cover sheet:

- Add a panel of photos (~4) of completed traffic calming installations, from Los Altos or neighboring cities.

Table of Contents:

- Change as appropriate to reflect other updates

Introduction (pg 1):

- Add Goals and Objectives to bottom of page
- Move "Summary of Planning Process" (currently pg 6) to the following page, plus new flow chart. Retitle as "Summary of NTMP Process"

Policy Guidelines Element (pg 2):

- Change title to "General Guidelines"
- Delete reference to traffic diversion elements in 3rd bullet
- Delete 4th bullet
- Add bold font to the first sentence of the 2nd from last bullet.

Traffic Enforcement Program (pg 3):

- Add contact information

Summary of Planning Process (pg 6):

- Move to new Page 2 and rename as noted above.
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- Add lines to #4,
 - staff presents summary of NTMP process and potential options
 - residents elect neighborhood liaison committee
- Modify #6 to “Staff works with residents to develop Recommended Plan”
- Develop flow chart with similar content. Shape of symbols to note steps completed by residents, City, or both. Steps that take considerable effort from residents will have a special notation, including Steps 3, 4, 7 and 10.

Planning Process/Public Participation Element (pg 7):

- Add statement about how staff will define “neighborhood area” (see bullets 2 and 3)
- Increase fee from \$300 to \$500 (see bullet 4)
- Make the terms “neighborhood area” and “affected area” the same.
- Revise references to “Traffic Commission” to “Planning and Transportation Commission”

Funding Element (pg 9):

- Add statement about annual funding of \$50,000

NTMP Devices by Category (pg 10):

- Delete diversion items (Forced-Turn Channelization, One-way Entrances..., Street Closings, One-Way Chicanes)

Crosswalks (pg 14):

- Add reference to and summary of latest ITE guidelines (which clarifies San Diego study)

Table 1 (pg 19-21):

- Work with staff and commission on treatment of diversion devices. Either remove them from the table and change their Criteria for Installation to “not permitted in City of Los Altos”
- If deletion is selected, delete relevant device descriptions from pgs 25-45
