

## List of Small-Scale Traffic Problems on Local Roadways

- ☞ *There are parked vehicles, landscaping or other obstacles that block views of traffic at intersections.*
- ☞ *Motorists fail to fully stop at a particular intersection with stop signs.*
- ☞ *Motorists park along the curb and block driveway entrances.*
- ☞ *There are not adequate gaps in the traffic to allow pedestrians or motorists to cross the street at a particular intersection or location.*
- ☞ *Traffic speeds are excessive along a segment of street that is less than one block long (less than or equal to 183 meters long).*
- ☞ *There are a few neighborhood residents that drive too fast down a particular street.*
- ☞ *Traffic collisions reoccur at a particular location.*
- ☞ *Motorists drive around a curve too fast and do not stay within the travel lanes.*
- ☞ *Other problems along residential local streets that can be resolved with the installation of stop signs consistent with City Council Resolution 8457, 1995 Series.*
- ☞ *Other problems as determined by the City Traffic Engineer that may impact single intersections or small street segments.*

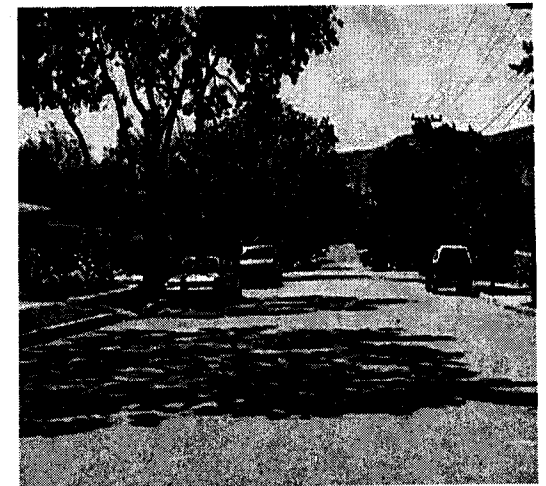


## Summary of How Large-Scale Traffic Problems are Addressed

- 1 A resident contacts Transportation Staff and staff determines the problem is *large-scale*.
- 2 At least two additional households submit letters or a petition *validating* the problem.
- 3 Transportation Staff defines the *study area* and solicits support for preparing an Action Plan from area residents. At least 25% of the area's households must support the effort.
- 4 An *Action Team* of area residents and City staff is formed to develop the Action Plan for managing traffic in the study area and paying for the solutions.
- 5 The team completes an *Action Plan* and study area households are asked to vote to approve or reject the plan. 51% support from area households is required.
- 6 The City Council is asked to adopt the Action Plan. The Council may approve or deny the plan or adopt it with changes.
- 7 The City Transportation Staff works to design and install facilities called for by the approved Action Plan and to monitor their performance.



## Neighborhood Traffic Management Program



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### Traffic Problems?

If you live in the City of San Luis Obispo and there are traffic problems in your neighborhood, this may be the program for you!

The first thing to do is get a clear idea of what the problem is. Then telephone the City Transportation Staff at (805) 781-7210 and they will work with you to fill out a *Citizen Action Request Form*.



### So How Big is the Problem?

After talking with the Transportation Staff, they will be able to tell you whether the problem is *small- or large-scale*.

Small-scale problems are things like motorists failing to stop at a stop sign or a few residents in our neighborhood driving too fast. (A more

complete list is included on the back of this page.)

If it is a small-scale problem, the Staff will check it out in the field and then, with your help, work on solving it. Solutions to small-scale problems can be done relatively quickly at little or no cost to neighborhood residents.



### What Happens If It's a Large-Scale Problem?

Large-scale problems typically involve speeding traffic on long segments of neighborhood streets. Or there is too much traffic cutting through the housing areas where it shouldn't.

Because large-scale problems are felt by many residents, solutions to them are not as simple to design or carry out. A more complex process is required that involves neighborhood residents, motorists using the streets, and the City Council. If the Transportation Staff concludes that the

problem you've identified is a large-scale problem, they will offer to send you a booklet entitled "Neighborhood Traffic Management Guidelines" at a cost of \$3.00. The booklet spells out how large-scale traffic problems are addressed. The following paragraphs *highlight* some of the key steps in solving large-scale traffic problems. An outline of the steps is provided on the back of this page.



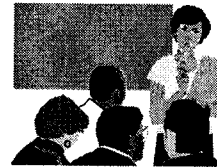
**Validating the Problem:** Before the Staff will begin to work on addressing a large-scale problem, at least two additional households in the neighborhood (in addition to the one that initially contacted the Staff) must submit letters or a petition to the Transportation Staff to validate that there is neighborhood concern.

**Defining the Study Area:** Once the problem is validated, the Staff will review traffic conditions in the neighborhood and map out the areas where these problems appear to exist.

A map will be prepared that shows what will be called the *Study Area*.



**Getting Support:** Before more work is done, at least 25% of the households within the *Study Area* must decide that an *Action Plan* should be developed to solve the problem(s). This support is determined either by residents circulating a petition and getting sufficient support from area households (one signature per address). Or for larger Study Areas, a ballot may be mailed to all households.



**Creating an Action Team:** The Staff asks people who live in the Study Area to volunteer to be members of an *Action Team*. The goal of the Action Team is to come up with a plan for addressing the traffic problems.

**Preparing An Action Plan:** The team works with City Staff to prepare a plan. The plan may propose, for example, that signs be installed in streets to inform drivers to slow down. When the plan is complete, it is mailed to all Study Area households for a vote. In order for the Plan to be approved at this point, 51% or more of the households must approve it.



**City Council Action:** Once approved by the neighborhood, the Action Plan is sent to the City Council. The Council may decide to approve or deny the Plan or to approve it with changes.

If approved by the Council, the City Staff will set about designing and installing facilities. It may take several months until this work is completed. It's important to note that solving a large-scale traffic problem in a neighborhood can take up to two years or more to resolve.



### So Who Pays for the Solutions?

As a general rule (with some exceptions), the City will pay for solving small-scale traffic problems. The City will also pay for correcting "normal" safety problems and for NTM solutions along designated *Residential Arterial* streets.

For large-scale traffic problems, the costs of the solutions are shared by the City and by households or by property owners within the Study Area. This principle applies only to the installation of facilities; the City will be responsible for maintaining the facilities once they are installed.

The *Neighborhood Traffic Management Guidelines* adopted by the City Council include a formula for determining how much households have to pay and how much of the cost the City will cover. People concerned about cost sharing issues should read these guidelines carefully.

