




***April 3, 2017***

**To:** Regional Planning and Highways Committee

**From:** Darrell Johnson, Chief Executive Officer 

**Subject:** Guidance for Administration of the Orange County Master Plan of Arterial Highways Related to Complete Streets

### ***Overview***

In September 2016, Orange County Transportation Authority staff convened an ad hoc committee comprised of volunteer members from the Technical Advisory Committee (and/or their designees) to discuss complete streets implementation and the Master Plan of Arterial Highways. The proposed revisions expand allowances for traffic calming measures on Master Plan of Arterial Highways facilities and clarify which types of traffic calming measures are permitted.

### ***Recommendation***

Approve proposed revisions to the Guidance for Administration of the Orange County Master Plan of Arterial Highways.

### ***Background***

The Guidance for Administration of the Orange County Master Plan of Arterial Highways (MPAH) (Guidance) was initially developed to provide local jurisdictions and the Orange County Transportation Authority (OCTA) with a common set of policies and procedures for the administration of the MPAH (Attachment A). Revisions have been made over the years to ensure that the Guidance is compliant with state and federal policies.

In 2011, the OCTA Technical Advisory Committee (TAC) initiated an update to the Guidance to incorporate complete streets concepts and support the needs of all road users for safe and convenient travel. Staff recently worked with the TAC again to develop additional revisions regarding the use of traffic calming measures on MPAH facilities. Traffic calming measures are mainly physical treatments that are intended to manage traffic speeds and/or volumes. They are often used on roadways to address issues with speeding and to improve conditions for people walking and biking.

***Discussion***

Currently, the Guidance allows the use of traffic calming measures on collectors and divided collectors when it can be demonstrated that the proposed measure(s) would not impact capacity and the level of service (cited on page 23 of the Guidance). Traffic calming measures are not allowed on other MPAH facilities classified as secondary and higher. The range of MPAH facilities is described in the table below.

MPAH Classification	Description
Collector	2 lane, undivided Accommodates 7,500 to 10,000 ADT
Divided Collector	2 lane, divided Accommodates 9,000 to 15,000 ADT
Secondary	4 lane, undivided Accommodates 10,000 to 20,000 ADT
Primary	4 lane, divided Accommodates 20,000 to 30,000 ADT
Major	6 lane, divided Accommodates 30,000 to 45,000 ADT
Principal	8 lane, divided Accommodates 45,000 to 60,000 ADT

ADT – average daily traffic

To better recognize and accommodate the potential safety and mobility benefits of traffic calming measures, changes to the Guidance are proposed to expand allowances for certain types of traffic calming on all MPAH facilities, subject to certain restrictions. Additional changes are proposed to better define traffic calming measures and clarify which types of traffic calming measures are either permitted or prohibited.

These revisions were developed in partnership with OCTA's TAC. Between September and November 2016, OCTA staff met three times with the TAC Ad Hoc Committee (Committee) to discuss the MPAH Traffic Calming Policy. The Committee was comprised of TAC members (and/or staff designees) from the cities listed below.

- Anaheim
- Costa Mesa
- Fountain Valley
- Laguna Niguel
- Santa Ana

- San Clemente
- Tustin
- Westminster

Based on Committee discussions, recommended policy revisions were brought to the full TAC on February 22, 2017. The TAC approved the proposed policy revisions, as detailed in Attachment B.

With the proposed revisions, vertical and horizontal speed control measures (identified on page 25 of Attachment B) would be permitted on MPAH Collector and Divided Collector arterials. The primary purpose of these measures is to manage travel speeds. They are not expected to substantially impact regional capacities on lower-volume MPAH facilities. Consequently, implementation of these measures would no longer require detailed traffic analyses. In addition, horizontal speed control measures are also proposed to be conditionally permitted on other higher-level MPAH facilities, provided it can be documented that the implementation of such measures will not be a detriment to regional mobility.

Volume control measures, which discourage and/or eliminate through traffic, are proposed to remain prohibited on all MPAH facilities. Some examples of these measures include street closures, diverters, forced turn islands, etc. Local jurisdictions maintain the option to pursue deletion of a facility from the MPAH, in order to install volume control measures on currently designated MPAH facilities, as they desire. However, such an action would still remain subject to the MPAH cooperative study process and the inter-jurisdictional consensus policy, if applicable.

### ***Summary***

Revisions are proposed to the Guidance to support the growing interest in complete streets implementation and sustainable communities. These revisions allow for increased flexibility for the application of traffic calming measures. They also are intended to clarify which types of traffic calming measures are permitted, conditional, and prohibited on MPAH facilities.

***Attachments***

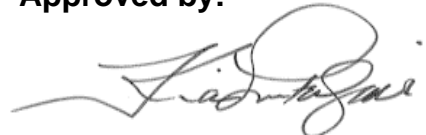
- A. Guidance for Administration of the Orange County Master Plan of Arterial Highways
- B. Redlined - Proposed Revisions to the Guidance for the Administration of the Master Plan of Arterial Highways

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