



**August 7, 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**

On April 3, 2017, proposed revisions to the Master Plan of Arterial Highways Traffic Calming Policy were presented to the Regional Planning and Highways Committee. The Regional Planning and Highways Committee directed the proposed revisions back to the Technical Advisory Committee to address the use of traffic calming measures on higher-volume arterials. The Technical Advisory Committee discussed the item on June 26, 2017 and recommended further restricting the use of traffic calming measures on Major and Principal arterials. The Technical Advisory Committee's recommendation is provided for review and approval.

### **Recommendation**

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

### **Background**

The Guidance for Administration of the Orange County Master Plan of Arterial Highways (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 Master Plan of Arterial Highways (MPAH). Revisions have been made over the years to ensure that the Guidance is compliant with state and federal requirements. This includes a major update conducted in 2012 in conjunction with the California Complete Streets Act. To continue supporting complete streets implementation, staff began working with a Technical Advisory Committee (TAC) Ad Hoc group in September 2016 to develop proposed revisions to the Guidance's traffic calming policy. A summary of work to date and recommendations is detailed below.

***Discussion***

On May 25, 2016, the OCTA TAC appointed an Ad Hoc Committee to develop potential revisions to the MPAH traffic calming policy. Currently, the MPAH Guidance conditionally allows traffic calming measures on two-lane roads (i.e. Collectors and Divided Collectors as defined in the table below). In recognition of the potential safety enhancements and mobility benefits, the Ad Hoc Committee sought to expand allowances for traffic calming measures on MPAH facilities. Over the course of three meetings, the Ad Hoc Committee developed proposed revisions to the Guidance. These revisions focused on further defining traffic calming and clarifying how various types of traffic calming measures are administered on MPAH facilities.

MPAH Classification	Description
Collector	Two lanes, undivided
Divided Collector	Two lanes, divided
Secondary	Four lanes, undivided
Primary	Four lanes, divided
Major	Six lanes, divided
Principal	Eight lanes, divided

On February 22, 2017, the TAC approved the Ad Hoc Committee's proposed policy revisions and directed staff to advance them to the OCTA Regional Planning and Highways Committee (RPH) for consideration and approval. In April 2017, the RPH discussed the TAC recommendations which proposed to prohibit the use of vertical speed control measures on higher-volume arterials, but offered more flexibility for horizontal speed control measures. Horizontal speed control measures cause vehicles to slow down by adding slight bends in the roadway. In contrast, vertical speed control measures use raised physical features to slow vehicles. The RPH raised concerns specifically about the use of horizontal speed control measures on Major and Principal arterials.

In response to the RPH's concerns, OCTA staff reconvened the TAC Ad Hoc Committee on May 24, 2017. The Ad Hoc Committee agreed that horizontal speed control measures are generally not appropriate for higher-volume arterials, and few local agencies would use the added flexibility in the proposed policy. Therefore, the TAC Ad Hoc Committee recommended the restriction of horizontal traffic calming measures on Major and Principal arterials. This change is illustrated in Attachment A. To manage speeds on higher-volume arterials, local jurisdictions maintain the option to narrow travel lanes or install intersection control measures such as roundabouts, as long as the number of through lanes are maintained.

The use of traffic calming measures on MPAH facilities under the revised proposed traffic calming policy would maintain the following tenets:

- For Collectors and Divided Collectors, vertical speed control measures (e.g. speed humps) and horizontal speed control measures (e.g. chicanes) are permitted.
- For Secondary and higher arterials, vertical speed control measures are prohibited. For Secondary and Primary arterials, horizontal speed control measures may be conditionally permitted.
- For all MPAH facilities, volume control measures (e.g. street closures and diverters) that discourage or eliminate through traffic are prohibited.

These basic tenets are reflected in the proposed changes to the Guidance, which are detailed in Attachment B (redlined version) and Attachment C (clean version).

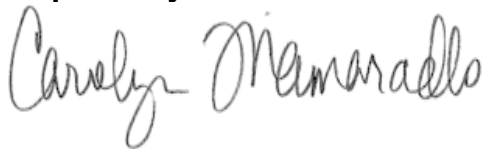
### ***Summary***

Over the past year, the Technical Advisory Committee has developed proposed revisions to the traffic calming policy in the Guidance for Administration of the Orange County Master Plan of Arterial Highways. In response to concerns raised by the Orange County Transportation Authority Regional Planning and Highways Committee, the Technical Advisory Committee has recommended changes to the previously-recommended traffic calming policy that would now prohibit the use of speed control measures on Major and Principal arterials.

***Attachments***

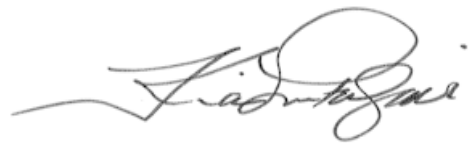
- A. Existing and Proposed Policies
- B. Draft Proposed Revisions to the Guidance for the Administration of the Orange County Master Plan of Arterial Highways – Redlined
- C. Draft Proposed Revisions to the Guidance for the Administration of the Orange County Master Plan of Arterial Highways – Clean

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