

# *Upper East Association*



## **Traffic Position Paper 2010**

## Background

The Upper East Association Board of Director designed its 2010 Strategic Plan with four strategies to drive the Association's charter; Preserve, *protect and enhance the quality of life in the Upper East Neighborhood of Santa Barbara.*

When the Association Board surveyed Upper East Residents in 2009 we learned that traffic and traffic related problems are by far the most important issues area residents want the Association to address. In response, the Association Board created as its number one strategy in 2010: **“Enhance traffic flow and traffic safety in the Upper East.”**

This Position Paper is the foundation and starting point for all of the other programs the Association will implement to achieve its Traffic Strategy objectives.

The purpose of the Paper is to establish a statement of the expectations of the Association and to work closely with the City of Santa Barbara and other neighborhood associations to implement change.

The Paper is a “work in process” presented in Draft format so that we can receive input from the City and other neighborhood associations to define what is “do-able”, to define priorities and timetables.

Of particular note: The Association Board is concerned that the City Budget shortfalls could negatively impact on traffic safety enforcement in the Upper East

## Key Positions

- Expanded communications/coordination from the City traffic officials with the Upper East Association and its residents
- Expanded enforcement/education/engineering to reduce speeding, stop sign violations and “not stopping for pedestrians in crosswalks” affecting key arterial streets in the Upper East
- The reduction of accidents or the danger of accidents at four Upper East locations

Expanded communications/coordination from the City traffic officials with Upper East Association and its residents

1. The City Traffic planners communicate to the UEA its traffic philosophy: Is it to enhance the flow of traffic and traffic safety in the Upper East or are there other objectives/goals?
2. Traffic planners and enforcement officials communicate to the UEA the constraints and/or thresholds of enforcement or requirements for traffic engineering changes
3. Traffic planners/engineering will communicate to the UEA and all residents near traffic engineering changes be advised of changes and the rationale for changes be presented prior to the construction of engineering changes

4. Traffic engineering will submit an analysis to the UEA of the success/failure of the recent addition of bulb-outs and roundabouts in the Upper East and if it is found that they do not enhance safety and traffic flow, communicate a schedule for their removal
5. The Association will meet with key City traffic officials on a semi-annual basis to discuss and act upon important traffic education, enforcement and engineering issues

## **Position Rationale**

The Association Board needs comprehensive information from the City regarding traffic matters so that it firmly set its traffic positions, advocate policy changes and communicate to its members traffic expectations, limitations and actions.

Expanded enforcement/education/engineering to reduce speeding, stop sign violations and “not stopping for pedestrians in crosswalks” affecting key arterial streets in the Upper East

1. Enhanced speeding enforcement on all arterial streets
2. Enhanced stop sign law enforcement: throughout the Upper East
3. Enhanced right-of-way law enforcement – all crosswalks in the Upper East
4. Enhance enforcement of the “no trucks” near Roosevelt School law
5. No diminution of police enforcement of traffic laws in the Upper East as a result of budget shortfalls

## **Position Rationale**

The specific actions the Association is asking the city to address are the product of observations of board members, the results of the 2009 survey and City traffic statistics.

The Association believes the listed actions are addressable and will dramatically improve traffic safety in the Upper East.

## The reduction of accidents or the danger of accidents at four Upper East locations

1. Engineer a solution the traffic merge at the intersection of Santa Barbara Street and Constance Street
2. Engineer a solution to the traffic “confusion” and dangers at the intersection of APS and Mission Canyon
3. Engineer a solution to the confusion of drivers at the intersection of Anacapa Street and Los Olivos Street that it is not a four way stop, or make it a four way stop
4. While construction is in progress: reduce the possibility of pedestrian accidents at the San Roqué and Santa Barbara Middle School on Garden St. By installing a crosswalk and adding a crossing guard.

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