

SUBJECT:
Requests to Close, Prohibit Entry
to or Exit From, or Gate City Streets
and Alternatives to Street Closures

POLICY NUMBER 300-20
ADOPTED 4-5-95
Adopted incorrectly as 300-19
REVISED 11-28-01

It is the policy of the City Council/CDC/Harbor Board/OPFA to provide safe and convenient street access for vehicles and pedestrians throughout the community through a network of public streets which provide coordinated connections to surrounding areas. This system of publicly dedicated streets forms the network and such street dedications are determined at the time projects are analyzed during the initial development review and public hearing process.

The Circulation Element of the General Plan contains policies, goals, objectives, and programs for development and maintenance of the network of public streets. The City has also formally adopted ordinances, standards, regulations, and rules for the development, construction and maintenance of streets. Private streets, although required to comply with certain standards established by the City, generally are not considered a part of the City's street network. Privately owned and maintained streets generally provide connection for a limited number of properties to the public street network and are permitted under limited circumstances.

From time to time the City receives requests to close, gate or otherwise restrict access to or exits from public streets in order to reduce or eliminate through traffic or for reasons of perceived threats to public safety because of criminal activity. Under the provisions of the California Vehicle Code and the California Streets and Highways Code, the City's authority to close, gate or otherwise prohibit access to or exits from public streets is limited.

It is the policy of the City Council/CDC/Harbor Board/OPFA to maintain a network of dedicated streets to provide comprehensive, convenient access for vehicles and pedestrians throughout the City. The network of public streets is necessary to provide convenient access to public facilities and public services, provide the most effective and timely access by public safety personnel in the delivery of routine and emergency services, ensure neighborhood interaction, reduce vehicle emissions and fuel consumption and promote multi-modal transportation opportunities.

The City Council will consider requests for permanent street closure only when there are facts showing that the street is no longer needed for vehicular traffic or when the street would have been considered for development as a private street at the time of development review. Gates and other selective devices may be placed only on privately owned and maintained streets.

No requests for closure, prohibition of entry or exit, or placement of gates shall be approved unless the request is consistent with the Circulation Element of the General Plan and with City rules and regulations adopted by ordinance or resolution as required by State statute and all other alternatives to street closures as identified below have been properly evaluated and considered.

Alternatives to Street Closure

The City Council/CDC/Harbor Board/OPFA encourages the resolution of issues involving the volume and pattern of through traffic or perceived threats to the public safety of residents through a variety of techniques.

1. Neighborhoods or residents requesting assistance regarding traffic impacts will be referred to staff and the Transportation Commission as appropriate to consider various means of creating safe traffic conditions including such solutions as:
 - Developing a neighborhood traffic-safety program to identify problems and establish traffic-safety measures,
 - The installation of signs, striping and other traffic-control or traffic-calming devices,
 - Enforcement programs and speed analyses.
2. Concerns about crime prevention will be referred to staff and the Public Safety Commission as appropriate and may involve one or more of the following techniques:
 - Participation in the Neighborhood Watch program,
 - Outreach by public safety personnel to the community,
 - Increased contact with the Police Department in overall crime prevention, shared information and development of crime-prevention techniques,
 - Participation in citizen and private security patrols.