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DEPARTMENT OF
PUBLIC WORKS

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February 23, 2000

City Council
Sacramento, California

**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE II
APPROVAL FOR WOODLAKE NEIGHBORHOOD**

LOCATION AND COUNCIL DISTRICT:

The Woodlake neighborhood area is bound by Arden Way on the north, Royal Oaks Drive on the east, State Route 160 on the south and Del Paso Boulevard on the west in Council District 2 (see Attachment A map).

RECOMMENDATION:

This report recommends that City Council adopt the attached resolution approving the Neighborhood Traffic Management Program (NTMP) Phase II traffic calming measure for Woodlake.

CONTACT PERSON: Marty Hanneman, City Traffic Engineer, 264-7508

FOR COUNCIL MEETING OF: March 9, 2000

SUMMARY:

The Woodlake neighborhood has been a participant in the NTMP since 1998. The primary goals of the neighborhood were to reduce speeding and cut through traffic volumes on Canterbury Road and Southgate Road. These goals were partially achieved with Phase I improvements (signage, striping and enforcement) which were done in 1998/99. Resident responses to a survey conducted showed that the Phase I traffic-calming measures helped to make the neighborhood safer; however, more restrictive measures are needed to further reduce traffic concerns. The Phase II plan, developed by the Traffic Calming Committee (TCC), includes a half-street closure on Canterbury Road at the Canterbury Inn (between

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Southgate Road and SR 160). This would allow motorists to go southbound (exit Woodlake) on Canterbury Road but not northbound.

The Phase II plan was approved by a vote of the residents. This report gives details of the Phase II plan, ballot results, and funding to complete the improvements.

COMMITTEE/COMMISSION ACTION: None

BACKGROUND INFORMATION:

The Neighborhood Traffic Management Program was adopted by City Council in December 1995 and officially began in May 1996 with a lottery to determine the order of neighborhood participation. The kickoff meeting for the Woodlake neighborhood was in July 1998. Since that time, the following has been accomplished using the three "E's" of this program.

Education

- Newsletters have been sent to residents to inform them of the progress of the NTMP.
- There have been surveys conducted for resident input on traffic concerns.
- The radar speed board has been deployed to the area for a few days each month to educate drivers of their speed.
- Community meetings were held to discuss issues and proposed mitigations.

Enforcement

- Police officers from the traffic division (as NTMP partners) have patrolled the area upon request to look for traffic violations.
- Parking enforcement officers, also as NTMP partners, have patrolled the area for parking violations.

Engineering

- Traffic-calming devices have been designed, reviewed, investigated and installed as part of Phase I for increased visibility and awareness.
- Phase I measures included: stop signs, speed limit signs and legends, removal of a "Freeway" directional sign, rumble strips, centerline striping, truck restriction signs, and visibility enhancements.

A resident survey conducted in 1999 revealed that the Phase I measures helped to make the neighborhood safer. However, residents indicated that more restrictive measures were needed to further reduce their traffic concerns. Speed surveys conducted after Phase I improvements were installed indicated that traffic speeds were generally lowered; however, traffic volumes remained unchanged. The TCC reviewed the survey results and comments received to develop a Phase II plan.

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Phase II Improvements

The second phase of the traffic-calming plan involves a more restrictive physical device on Canterbury Road. The Phase II plan, including proposed device and cost estimate is shown on Attachment B. The Phase II plan includes a half-street closure on Canterbury Road at the Canterbury Inn (between Southgate Road and SR 160). This would allow motorists to go southbound (exit Woodlake) on Canterbury Road but not northbound.

The half-street closure will be designed using temporary measures first and monitored for three months to gauge its effectiveness. The results of the monitoring will be presented to the residents who will then be asked to vote one final time on whether the temporary device should be replaced with a permanent one or removed.

Ballot Results

The NTMP program requires residents to vote on Phase II measures because of their restrictive nature. In order to have a successful ballot, a minimum of 25% of all ballots must be returned. A majority vote (50% plus 1) determines the ballot results. Of the 534 ballots mailed to residents, 41% (or 215) were returned with votes cast. Of the valid ballots returned, 70% (or 151) were in favor of the Phase II measure and 28% (or 62) were opposed. Therefore, the minimum Phase II plan.

FINANCIAL CONSIDERATIONS

In 1996 Price Cost Corp., as part of the Conditions of Approval for their Special Permit, were conditioned to pay all costs associated for monitoring and necessary traffic mitigation measures directly attributed to their store for the Woodlake community. To date, Costco has paid approximately \$13,500 to monitor traffic and install Phase I measures. It is anticipated that Phse II implementation will cost approximately another \$12,700.

A CIP number (TS52) was established to track costs.

ENVIRONMENTAL CONSIDERATIONS:

The project has been determined to be exempt from the requirements of the California Environmental Quality Act (CEQA), under Section 15301(c). The project involves the operation and minor alteration of existing public streets involving no expansion of use from that existing. The project includes construction and implementation of a traffic control device within existing rights-of-way and will not result in substantial diversion of traffic flows or generation of new traffic.

POLICY CONSIDERATIONS:

This program meets the Council's priorities of Neighborhood Revitalization and Enhancement and Public Safety.

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ESBD CONSIDERATIONS:

Any goods and services will be procured in accordance with established City policy.

Respectfully submitted,



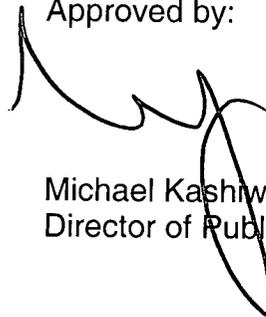
Marty Hanneman
City Traffic Engineer

RECOMMENDATION APPROVED:



ROBERT P. THOMAS
City Manager

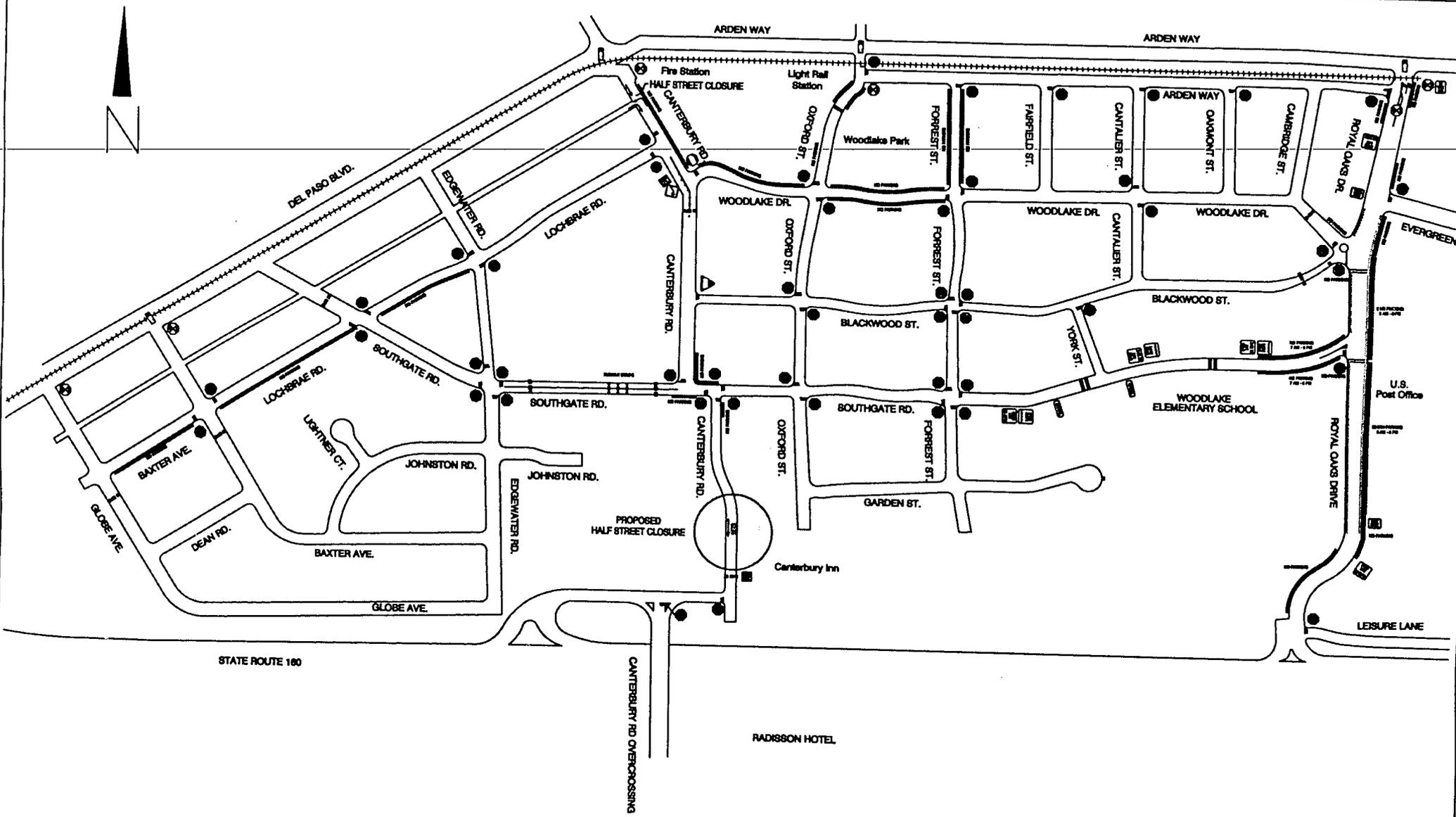
Approved by:



Michael Kashiwagi
Director of Public Works

Attachments

File: Woodlake phase II council report 3-9-00



REVISIONS				BENCH MARK		FIELD BOOK
NO.	DESCRIPTION	DATE	BY	DESCRIPTION	ELEV.	

CITY OF SACRAMENTO
DEPARTMENT OF PUBLIC WORKS

SCALE _____
 DRAWN BY _____ DATE _____
 DESIGNED BY _____ DATE _____
 R.C.E. _____
 CHECKED BY _____
 R.C.E. _____ DATE _____

WOODLAKE NTMP
PROPOSED PHASE II PLAN

WOODLAKE PHASE II MEASURE AND BUDGET

Quantity	Device/Location	Total Cost
1	Temporary half-street closure/Canterbury Road	\$1,000
1	Permanent half-street closure/Canterbury Road ¹	\$3,500
6	Neighborhood identification signs installed at entrance points to the neighborhood	<u>\$800</u>
		\$5,300
	Consultant for Transportation Analysis and Review	\$6,900
	Contingency, engineering and inspection	<u>\$500</u>
	TOTAL ESTIMATED COST:	\$12,700

1 = If approved by residents to become permanent

RESOLUTION NO. 2000-097

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____



**RESOLUTION APPROVING PHASE II TRAFFIC CALMING MEASURE
FOR WOODLAKE NEIGHBORHOOD**

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

The Neighborhood Traffic Management Program Phase II traffic calming plan is hereby approved for the Woodlake neighborhood.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____