

DEPARTMENT OF
PUBLIC WORKS

TRAFFIC ENGINEERING
SERVICES

CITY OF SACRAMENTO
CALIFORNIA

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June 23, 2003

City Council
Sacramento, California

**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE I APPROVAL
FOR LINDLEY NEIGHBORHOOD**

LOCATION AND COUNCIL DISTRICT:

The Lindley neighborhood is bound by Arcade Boulevard on the north, Norwood Avenue on the east, Eleanor Avenue on the south and Union Pacific railroad tracks on the west. Council District 2 (see map - Attachment A).

RECOMMENDATION:

This report recommends that City Council adopt the attached resolution approving the Neighborhood Traffic Management Program (NTMP) Phase I traffic calming measures for the Lindley Neighborhood.

CONTACT PERSON:

Angela Bales, Program Analyst, 808-6738

FOR COUNCIL MEETING OF: July 17, 2003

SUMMARY:

The Lindley neighborhood has been a participant in the NTMP since the kick-off community meeting held in May 2002. The goals of the neighborhood are to improve pedestrian safety on Grove Avenue, reduce speeding on the curve of Lindley Drive between Ponderosa Lane and Lindley Way, and reduce speeding on Grove Avenue between Redondo Street and Arcade Boulevard. The Phase I plan, developed by the Traffic Calming Committee (TCC), is designed to reduce speeds in targeted areas with the installation of speed humps and improve pedestrian safety with the installation of a triple four crosswalk. The plan was recently approved by a vote of the residents. This report gives details of the Phase I 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. Lindley is the sixth neighborhood to participate in Council District 2. The kickoff meeting for the neighborhood was in May 2002. Since that time, the following has been accomplished using the three "E's" of this program.

Education

- Newsletters and flyers 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.
- Traffic Calming Committee members attended a Neighborhood Traffic Class to learn more about traffic engineering practices, laws, and traffic calming devices.

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

- A traffic-calming plan has been designed by the Traffic Calming Committee, reviewed by city engineering staff, and presented for comments to neighborhood residents for changes to the plan.

Phase I Improvements

The traffic calming plan involves placing physical devices, such as installation of speed humps and lumps on neighborhood streets. The Phase I plan, including proposed devices and cost estimates, is shown on Exhibit A. The actual location for placement of the speed humps and lumps will be determined upon council approval and will take into consideration driveways and street characteristics.

Ballot Results

The NTMP program requires residents to vote on Phase I 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 ballots mailed to residents, 26.2% (or 104) were returned with valid votes cast. Of those, 93.3% (or 97) were in favor of Phase I measures and 6.7% (or 7) were opposed. Therefore, the minimum requirement for returned ballots was met and the majority of votes cast were in favor of the Phase I plan.

FINANCIAL CONSIDERATIONS:

Gas Tax and Transportation Sales Tax provide funding for the NTMP program. When the NTMP program was adopted, it was anticipated that each neighborhood would be allocated \$25,000 for traffic calming measures. The estimated cost of the Phase I plan for Lindley is \$7,150 as shown on Exhibit A to the resolution. There are sufficient funds in the Lindley project CIP TS82 to construct the traffic calming improvements.

ENVIRONMENTAL CONSIDERATIONS:

The Planning and Building Department, Environmental Planning Services has reviewed the Lindley Neighborhood Traffic Calming Plan and has determined that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) under Class 1, Section 15301(c) and Class 11, Section 15311(a) of the CEQA Guidelines. Projects exempted under Class 1, Section 15301(c), consist of the operation, repair, or minor alteration of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities involving negligible or no expansion of use. Projects exempted under Class 11, Section 15311(a), consist of the construction or replacement of minor structures accessory to existing commercial, industrial, or institutional facilities, including but not limited to on-premise signs.

POLICY CONSIDERATIONS:

The NTMP is consistent with the City's Strategic Plan for enhancing and preserving neighborhoods.

ESBD CONSIDERATIONS:

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

Respectfully submitted,



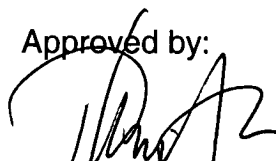
Martin W. Hanneman
City Traffic Engineer

RECOMMENDATION APPROVED:



ROBERT P. THOMAS
City Manager

Approved by:

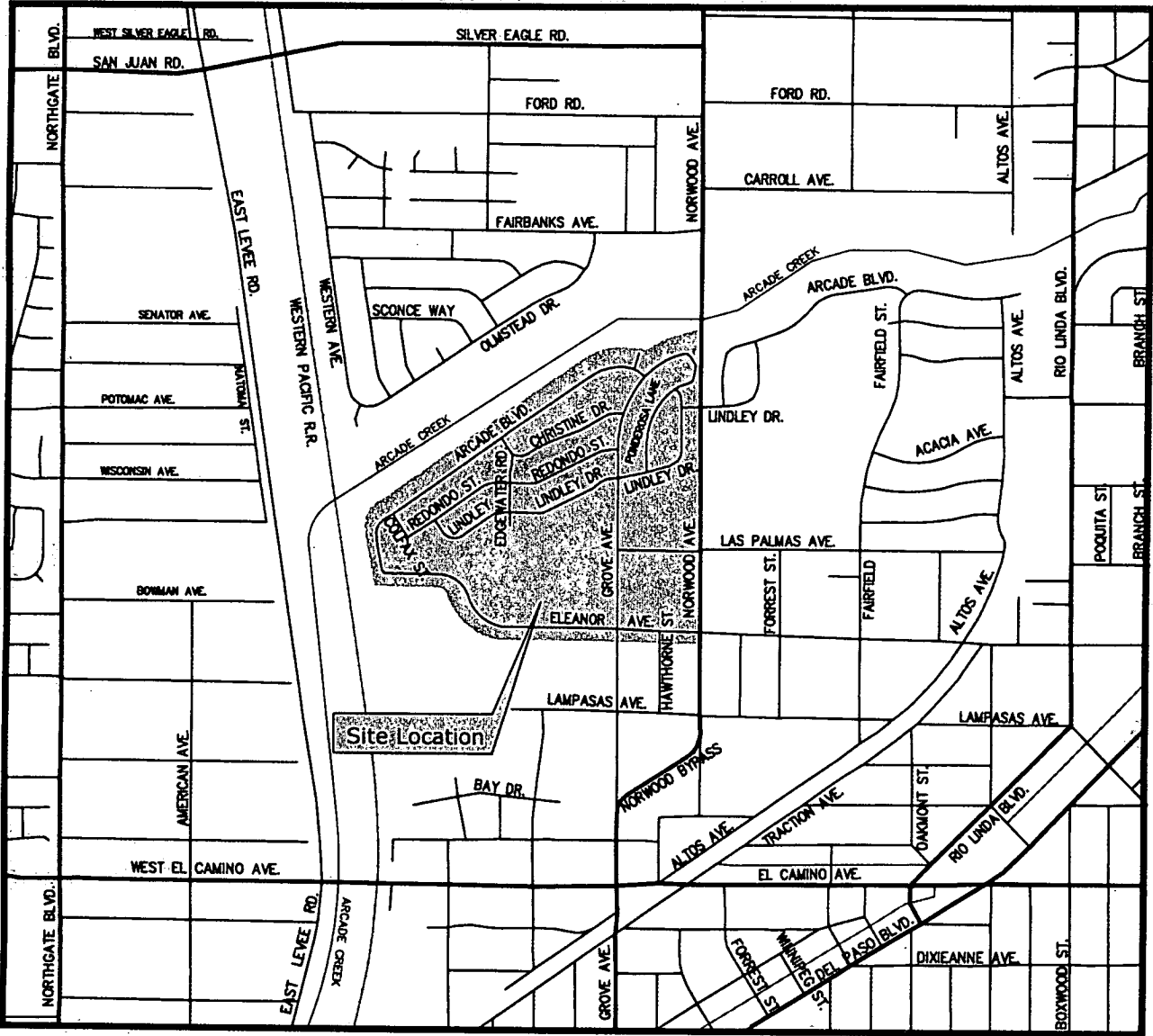


Thomas V. Lee
Deputy City Manager

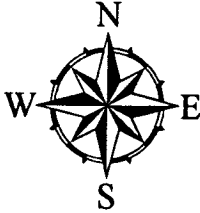
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3. Exhibit A Phase I Measures and Estimated Budget – pg.6

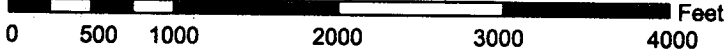
Lindley Neighborhood

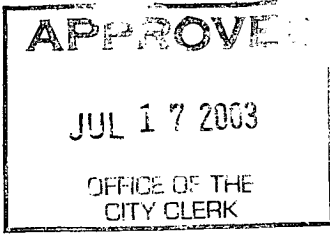


Map Contact: Kulwinder Chahal
 Date: June 04, 2003



Department of
PUBLICWORKS
 CITY OF SACRAMENTO





RESOLUTION NO. 2003-482

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

RESOLUTION APPROVING PHASE I TRAFFIC CALMING MEASURES FOR LINDLEY NEIGHBORHOOD

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

The Neighborhood Traffic Management Program Phase I traffic calming plan is hereby approved for the Lindley neighborhood. The project budget is shown on Exhibit A.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

**LINDLEY PHASE I MEASURES
AND ESTIMATED BUDGET**

<u>Quantity</u>	<u>Device/Location</u>	<u>Total Cost</u>
4	Speed humps installed on: Lindley Drive between Ponderosa and Lindley Way (2) Grove Avenue between Redondo Street and Arcade Blvd (2)	\$ 6,000
1	Triple-Four Crosswalk installed on: Grove Avenue	500
	Contingency at 10%	\$6,500
	TOTAL ESTIMATED COST:	<u>650</u> \$7,150

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____