



APPROVED
BY THE CITY COUNCIL

JUL 20 1999

OFFICE OF THE
CITY CLERK

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DEPARTMENT OF
PUBLIC WORKS

TRAFFIC ENGINEERING
SERVICES

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CALIFORNIA

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July 6, 1999

City Council
Sacramento, California

**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE II
APPROVAL FOR EAST CENTRAL OAK PARK NEIGHBORHOOD**

LOCATION AND COUNCIL DISTRICT:

The East Central Oak Park neighborhood is bound by Stockton Boulevard, 40th Street, 8th Avenue and 14th Avenue in Council District 5 (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 measures for East Central Oak Park.

CONTACT PERSON: Karen Shipley, Administrative Services Officer, 264-8365

FOR COUNCIL MEETING OF: July 20, 1999

SUMMARY:

The East Central Oak Park neighborhood has been a participant in the NTMP since the program began in 1996. The goal of the neighborhood was to reduce speeding to below 30 miles per hour on certain streets within the area. This goal was partially achieved with Phase I improvements (signage and striping) which were installed in 1997. 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 traffic circle

and speed humps. The plan was recently 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. East Central Oak Park was the first neighborhood selected for Council District 5 in that lottery. The kickoff meeting for the neighborhood was in August 1996. 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.

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 devices included: 20 stop signs, 3 speed limit signs and legends, 7 crosswalks, 1 pedestrian crossing sign and 2 locations of a combination of bots dots and raised pavement markers (on curved streets).

A resident survey conducted in 1998 revealed that the phase I measures helped to make the neighborhood safer. However, residents indicated that more restrictive devices were needed to further reduce their traffic concerns. Speed surveys conducted after phase I improvements were installed, indicated that traffic speeds were lowered; however, some streets were still experiencing traffic speeds at 30+ miles per hour. The TCC reviewed the survey results and comments received to develop a phase II plan.

Phase II Improvements

The second phase of the traffic-calming plan involves placing more restrictive physical devices, such as traffic circles and speed humps, on neighborhood streets. The phase II plan, including proposed devices and cost estimates, is shown on Attachment B. The actual location for placement of the speed humps will be determined upon council approval and will take into consideration driveways and street characteristics. The traffic circles will also be designed upon council approval and will be installed with temporary devices, much like those placed in midtown. After a three to six-month monitoring period for the traffic circles, residents will be asked to vote on whether or not they want the temporary circles replaced with permanent circles. The cost estimate shown on Attachment B covers the cost of both the temporary and permanent traffic circles.

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 529 ballots received by residents, 25.5% (or 135) were returned with votes cast. Of the valid ballots returned, 92.4% (or 122) were in favor of phase II measures and 7.6% (or 10) were opposed. Therefore, the minimum requirement for returned ballots was met and the majority of votes cast were in favor of the phase II 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. While \$25,000 will cover expenses in some smaller neighborhoods, it is not sufficient to cover the expense of a comprehensive plan in larger neighborhoods. The estimated cost of the phase II plan for East Central Oak Park is \$57,935 as shown on Attachment B.

Capital Improvement Project (CIP) #TS35 has already been established for projects in District 5. The current balance of TS35 is \$69,400. This would not only cover the cost for the East Central Oak Park project, but would also leave a balance for the next neighborhood in District 5, Hollywood Park. Additional funding for District 5 projects would not be needed until FY 2000/01.

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 traffic control devices 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.

ESBD CONSIDERATIONS:

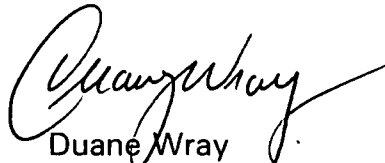
Any goods and services will be procured in accordance with established City policy.

Respectfully submitted,



Karen Shipley
Administrative Services Officer

Approved by



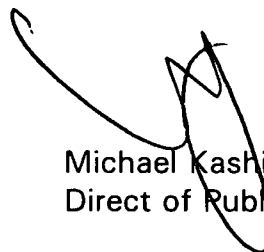
Duane Wray
Manager, Technical Services

RECOMMENDATION APPROVED:



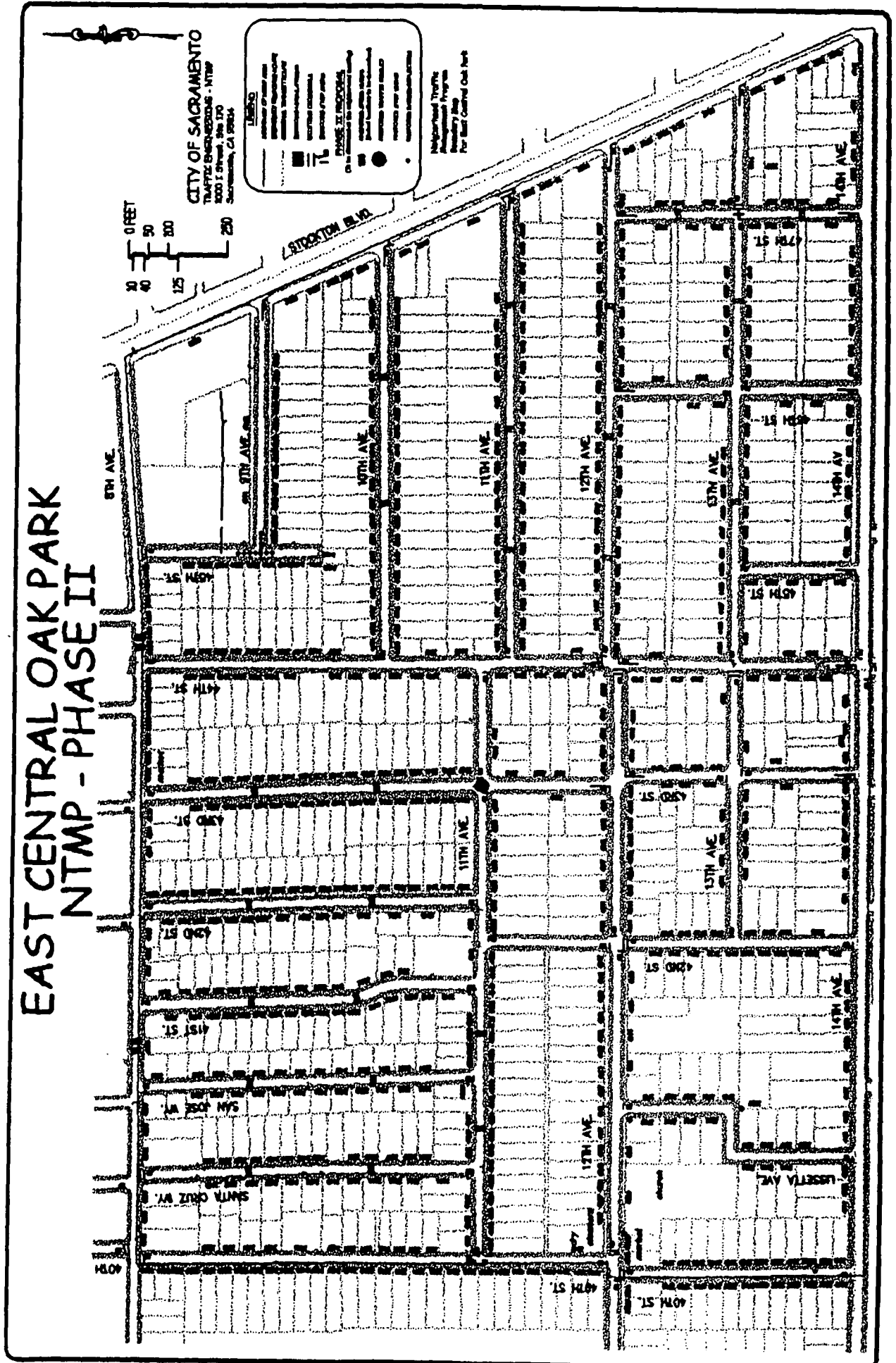
ROBERT P. THOMAS
City Manager

Approved by:



Michael Kashiwagi
Direct of Public Works

Attachments
File:D5 council rept



EAST CENTRAL OAK PARK PHASE II MEASURES AND BUDGET

Quantity	Device/Location	Total Cost
1	Traffic Circle Intersection of 11 th Avenue and 43 rd Street	\$10,000
24	Speed Humps (\$1,800/hump) Installed between 8 th Avenue and 11 th Avenue on: Santa Cruz Way San Jose Way 41 st Street 42 nd Street 43 rd Street Installed between 44 th Street and Stockton Boulevard on: 12 th Avenue 13 th Avenue Installed on: 47 th Street 10 th Avenue Installed between 40 th Street and 44 th Street on: 11 th Avenue	43,200
1	Install Bots Dots and Raised Reflective Markers at 45 th Street and 9 th Avenue	200
1	Crosswalk Restriping at 40 th Street and 12 th Avenue	200
4	Neighborhood identification signs placed at entrance points to the neighborhood	<u>1,000</u>
		\$54,600
	Consultant for Transportation Review	500
	Contingency at 5%	<u>2,730</u>
	TOTAL ESTIMATED COST:	\$57,830

RESOLUTION NO. 99-412

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**RESOLUTION APPROVING PHASE II TRAFFIC CALMING MEASURES FOR
EAST CENTRAL OAK PARK 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 East Central Oak Park neighborhood.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____ 7 _____

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