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DEPARTMENT OF  
PUBLIC WORKS

TRAFFIC ENGINEERING  
SERVICES

CITY OF SACRAMENTO  
CALIFORNIA

July 24, 2000

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City Council  
Sacramento, California

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

**LOCATION AND COUNCIL DISTRICT:**

The Chaparral neighborhood is bound by Pony Express Drive and Cattle Drive on the west, Cattle Drive on the north, Bridgford Drive on the east and San Juan Road on the south in Council District 1 (see Attachment A map).

**RECOMMENDATION:**

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

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

**FOR COUNCIL MEETING OF:** August 8, 2000

**SUMMARY:**

The Chaparral neighborhood has been a participant in the NTMP since the kick-off community meeting held in June 1999. The goals of the neighborhood were to reduce speeding to below 30 miles per hour on certain streets within the area, to increase driver awareness of right-of-way at intersections and to encourage drivers to stay on the right side of the road around curves and corners. The Phase I plan, developed by the Traffic Calming Committee (TCC), is designed to reduce speeds throughout the neighborhood with the installation of speed humps, to assign right-of-way at intersections with the installation of stop signs, and to encourage drivers to stay on their side of the road with the installation of bots dots. 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. Chaparral was the second neighborhood selected for Council District 1 in that lottery. The kickoff meeting for the neighborhood was in June 1999. 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 speed humps, bots dots and stop signs on neighborhood streets. The Phase I 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.

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% (or 82) were returned with votes cast. Of those returned, 88% (or 72) were in favor of Phase I measures and 12%

(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 I plan.

**FINANCIAL CONSIDERATIONS:**

Gas Tax and Transportation Sales Tax provide funding for the NTMP program. When the NTMP program was adopted, each neighborhood was allocated \$25,000 for traffic calming measures. The estimated cost of the Phase I plan Chaparral is \$18,080 as shown on Attachment B.

**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.

**EMERGING AND SMALL BUSINESS DEVELOPMENT 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:

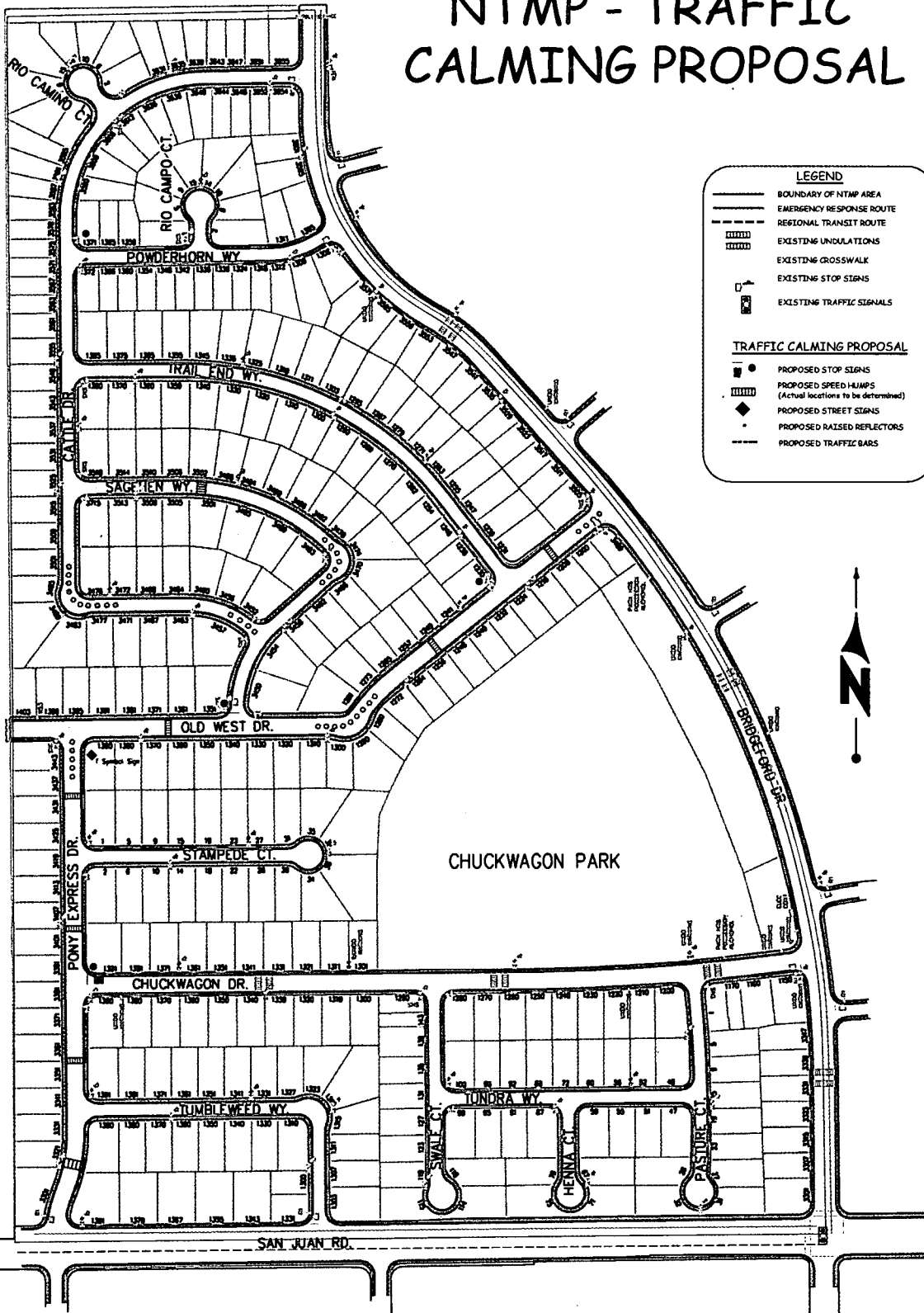


Michael Kashiwagi  
Director of Public Works

Attachments

File:D1-2 council rept

# CHAPARRAL NTMP - TRAFFIC CALMING PROPOSAL



CITY OF SACRAMENTO  
TRAFFIC ENGINEERING - NTMP  
1000 I Street, Ste 170  
Sacramento, CA 95814

Neighborhood Traffic  
Management Program  
Boundary Map  
For Chaparral

**CHAPARRAL PHASE I MEASURES AND BUDGET**

<u>Quantity</u>	<u>Device/Location</u>	<u>Total Cost</u>
8	Speed Humps Installed on: 4 on Pony Express Drive, 3 on Old West Drive, 1 on Sagehen Way	\$12,000
4	Stop signs Installed on: 1 on Chuckwagon Drive at Pony Express Drive 1 on Sagehen Way at Old West Drive, 1 on Powderhorn Way at Cattle Drive, 1 on Trail End Way at Old West Drive	600
6	locations of Bots Dots Installed on: Pony Express at Old West Drive Lower end of Cattle Drive at Sagehen Way just before Old West Drive Old West Drive at Bridgeford Drive Curve of Old West Drive Curve of Sagehen Way Lower Curve of Cattle Drive	600
3	Neighborhood Signs	300
1	Double headed arrow sign Installed on: Pony Express Drive at T-intersection with Old West Drive	150
		<u>\$13,650</u>
	Transportation Review	1,200
	Contract Administration and Inspection at 15%	2,050
	Environmental Review	500
	Contingency at 5%	<u>680</u>
	<b>TOTAL ESTIMATED COST:</b>	<b>\$18,080</b>

**APPROVED**  
AUG 08 2000  
OFFICE OF THE  
CITY CLERK

**RESOLUTION NO. 2000 - 478**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**RESOLUTION APPROVING PHASE I TRAFFIC CALMING MEASURES FOR  
CHAPARRAL NEIGHBORHOOD**

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

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

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_