



CITY OF SACRAMENTO

TRAFFIC ENGINEERING DIVISION
1023 J STREET — SUITE 202

SACRAMENTO, CALIF. 95814

CITY MANAGER'S OFFICE
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TELEPHONES (916)
TRAFFIC ENGINEERING 449-5307
OFF-STREET PARKING 449-5354
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June 27, 1980

City Council
Sacramento, California

APPROVED
BY THE CITY COUNCIL

JUL - 8 1980

OFFICE OF THE
CITY CLERK

PLAN C
Adopted

Honorable Members in Session:

SUBJECT: Conversion of S, T and 3rd Streets From One Way to Two Way

SUMMARY

City Council requested a report regarding the conversion of one-way streets for the control of prostitution in the 4th and T area. This report outlines the costs and time schedule for making such conversions.

BACKGROUND INFORMATION

Since 3rd, 5th, S and T Streets are one way, it is possible for motorists to circulate around the block in a counterclockwise direction with the driver on the curb side of the vehicle. This makes it possible to converse with prostitutes through the driver's window. If the streets were two way, a motorist circulating the block would be on the center-line side of the vehicle and discussions with prostitutes would have to be through the passenger's window. The residents of the area feel that converting the streets would discourage prostitution in the area.

A study has been made in this area. It has been found that since we are dealing basically with the ends of the one-way streets, traffic volumes are light, and conversion to two way would be relatively simple and inexpensive on S, T, and 3rd Streets. The conversion of 5th Street would be expensive and time consuming since it is a major thoroughfare and many changes would have to be made in the vicinity of the freeway. Three alternative plans have been devised for Council consideration. The following conversions would be made under Plan A: S Street between 3rd and 4th Streets; T Street between 3rd and 5th Streets; and 3rd Street between S and W Streets. Under Plan B, all of these streets would be converted plus S Street between 4th and 5th Streets. Under Plan C, we would make the Plan A conversions and come back later to complete the Plan B conversions. The main difference between Plan A and B is that the traffic signal at 5th and S Streets would need to be modified. This will greatly increase the cost and the time required to do the work. Plan A could be implemented in a matter of a couple of weeks. Plans B and C will require four to five months.

FINANCIAL DATA

The following tabulation shows the total cost for each of the plans described above and the amounts that would need to be appropriated. The total cost includes all of the labor, equipment, materials, contract amount for signal conversion, contingencies and engineering. Fringe benefits are included in the labor costs but overheads are not. These costs give an idea of the value for doing this work. The amounts to be appropriated exclude the labor and equipment costs except for engineering on the signal work and the signal work itself. These items are included in the operating budgets. The difference between the total cost and the appropriation cost indicates the value of other work that will have to be delayed or deferred to accomplish this task.

	<u>Total</u>	<u>Appropriation</u>
Plan A	\$ 4,250	\$ 1,500
Plan B	16,545	12,800
Plan C	18,390	13,400

RECOMMENDATION

If the Council wishes to make this change in the street patterns at this time, it is recommended that we implement Plan C. The Plan A portion can be accomplished in approximately a month, and the Plan B portion will take an additional three to four months. Upon approval, we will submit the necessary resolutions for fund transfers and revision to the master One-Way Street Resolution.

Respectfully submitted,


L. M. Frink
Traffic Engineer

Recommendation Approved:


Walter J. Slibe
City Manager

LMF/mf

July 8, 1980
District 1