



CITY OF SACRAMENTO

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TRAFFIC ENGINEERING DIVISION
1023 J STREET — SUITE 202 SACRAMENTO, CALIF. 95814

CITY MANAGER'S OFFICE
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April 2, 1980

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: PEDESTRIAN CROSSING PROTECTION OR WARNING PROGRAM

SUMMARY

The Traffic Engineering division received Council approval to install three locations in the 1979-80 fiscal year on an experimental basis. Fund transfers in accordance with previous Council action should be implemented at this time.

BACKGROUND INFORMATION

In the letter to the City Council on December 19, 1979, the staff indicated that the priority list had about 40 locations, and that there would be benefits to proceed as rapidly as possible to install the warning devices at the top three locations on the list to determine their effectiveness. There was concern about funding and it was intended to use available gas tax sources to minimize the capital outlay. It was proposed that surplus, usable traffic signal equipment would be used, and that the work would be done by a combination of City crews and private contractors.

As the designs proceeded, it has been found that surplus equipment is not usable at all of the locations. It has also been found that the amount of installation work required cannot be done using City crews. On that basis, negotiations have been made with private contractors to do necessary installations. Also, internally-illuminated warning signs and mast arm standards, along with other components, have been ordered from suppliers for installation by the contractors.

FINANCIAL DATA

The amount of money left in the Advance Street Name Sign Cost Center was slightly more than \$7,000, and it appears that the total cost of material and installation charges will be at least \$22,500 at this time. In reviewing various sources of funding, we have determined that approximately \$14,000 is available in the Central City Traffic Signal Study Cost Center (4852).

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The Housing and Redevelopment Agency is providing \$4,500 toward the J and 4th installation; however, the costs at that location will exceed that amount. The current estimates for the three locations are as follows:

Estimated Costs

Freeport and 21st	\$ 5,000
J and 4th	10,000
Sutterville and 21st	7,500
	<u>\$22,500</u>

Funds Available

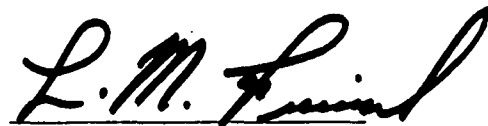
Cost Center 1313	\$ 7,000
Cost Center 1852	14,000
H & R Funds	4,500
	<u>\$25,500</u>

This leaves about \$3,000 for contingencies. Since this is an experimental program, various design problems have developed and the installation costs are increasing. It was mentioned that additional funds might be required when this matter was presented to the City Council in December of 1979.

RECOMMENDATIONS

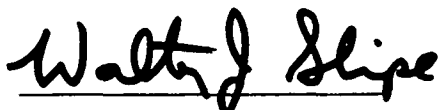
It is recommended that the attached Resolution transferring \$14,000 of Gas Tax Fund from the Central City Traffic Signal Study to this program be approved.

Respectfully submitted,



L. M. Frink
Traffic Engineer

Recommendation Approved:



Walter J. Slipe
City Manager

LMF:RJF/mf
Attachment

April 15, 1980
All Districts

RESOLUTION NO.

Adopted by The Sacramento City Council on date of

RESOLUTION AMENDING THE CITY BUDGET FOR 1979-80 FOR
THE INSTALLATION OF EXPERIMENTAL PEDESTRIAN PROTECTION
OR WARNING DEVICES

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

1. The City Council has approved the placement of experimental pedestrian protection or warning devices at three locations during the 1979-80 fiscal year. Additional funding is necessary to complete the installation.
2. The City Budget for fiscal year 1979-80 is hereby amended by transferring \$14,000 from the unused balance of the Central City Traffic Signal Study (Cost Center 1852) to the Pedestrian Protection or Warning Project (Cost Center 1313) for the purpose stated in Paragraph 1 above.

MAYOR

ATTEST:

CITY CLERK

APPROVED
BY THE CITY COUNCIL

APR 15 1980

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