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DEPARTMENT OF  
PUBLIC WORKS

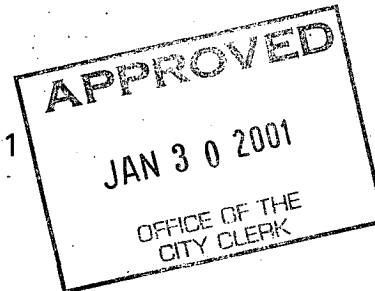
TRAFFIC ENGINEERING  
DIVISION

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January 12, 2001



City Council  
Sacramento, California

**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE I  
APPROVAL FOR MCKINLEY PARK NEIGHBORHOOD**

**LOCATION AND COUNCIL DISTRICT:**

The McKinley Park neighborhood is bound by C Street on the north, 39<sup>th</sup> Street on the east, H Street on the south and Alhambra Boulevard on the west in Council District 3 (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 McKinley Park.

**CONTACT PERSON:** Marty Hanneman, City Traffic Engineer, 264-7508

**FOR COUNCIL MEETING OF:** January 30, 2001

**SUMMARY:**

The McKinley Park neighborhood has been a participant in the NTMP since the kick-off community meeting held in October 1999. The goals of the neighborhood were to reduce speeding on various streets and enhance overall safety. 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, pedestrian islands, bulb outs, bots dots, left turn pocket, raised island, signs, legends and

striping. 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. McKinley Park was the third neighborhood selected for Council District 3 in that lottery. The kickoff meeting for the neighborhood was in October 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 by the TCC at a community meeting to elicit feedback and make changes to the plan as needed.

Phase I Improvements

The traffic-calming plan involves placing physical devices, such as speed humps, pedestrian islands, bulb outs, bots dots, signs, legends and striping 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. Because of possible Regional Transit bus issues, the TCC could not come to agreement about adding parking on the south side of McKinley Boulevard between 33<sup>rd</sup> and 35<sup>th</sup> Streets.

### 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, 36% (or 262) were returned with valid votes cast. Of those, 61% (or 160) were in favor of Phase I measures and 39% (or 102) 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.

### Plan Amendments

Based on feedback received during the voting process and from residents attending the December 6, 2000 committee meeting, the TCC agreed to make the following Phase I changes subsequent to the vote for council approval:

- Add pedestrian islands & crosswalks at Alhambra Boulevard and F Street
- Add "One-way Except Bicyclists" sign at H Street and 33<sup>rd</sup> Street (south leg)
- Remove the speed hump on 36<sup>th</sup> Way
- Add stop signs on 32<sup>nd</sup> Street at D Street
- Remove mid block speed hump on 39<sup>th</sup>
- Replace the choker at 39<sup>th</sup> Street and McKinley Boulevard with a speed hump.

### **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 McKinley Park is \$48,000 as shown on Attachment B. Capital Improvement Project (CIP) TS31 (NTMP Projects) and TS53 (McKinley Park NTMP) have sufficient funds to complete this project.

### **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:**

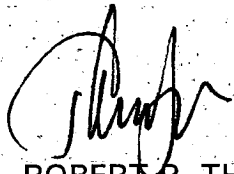
Any goods and services will be procured in accordance with established City policy.

Respectfully submitted,



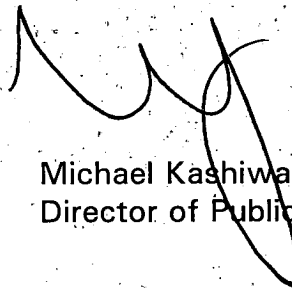
Martin W. Hanneman  
City Traffic Engineer

**RECOMMENDATION APPROVED:**



ROBERT P. THOMAS  
City Manager

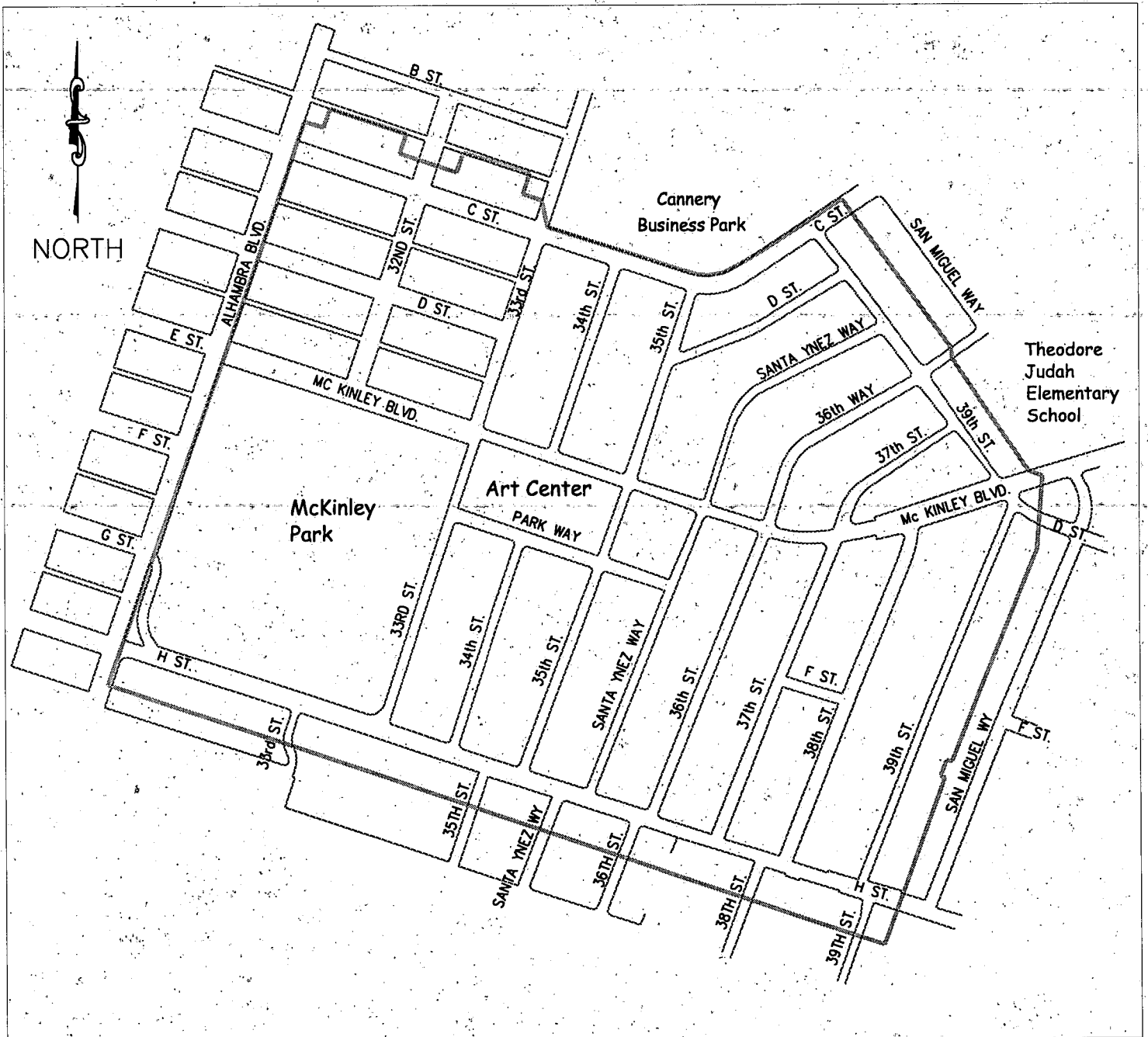
**Approved by:**



Michael Kashiwagi  
Director of Public Works

**Attachments**

# MCKINLEY PARK



## McKinley Park NTMP Phase I – Cost Estimate

Location	Measure	Estimated Cost*
• McKinley & Alhambra	Left- turn pocket	\$1,000
• McKinley & Alhambra	bulb out	\$2,000
• Alhambra & F St	Ped Islands & x-walk	\$5,000
• Alhambra & C St	bulb out	\$2,000
• C St (west of 32 <sup>nd</sup> St)	chokers	\$3,000
• C St & 33 <sup>rd</sup> St	Ped Island & x-walk	\$2,500
• C St & 35 <sup>th</sup> St	Ped Island & x-walk	\$2,500
• McKinley (Alhambra to 39 <sup>th</sup> )	Center Line striping detail	\$5,000
• 32 <sup>nd</sup> St. & D St.	Stop Signs & Legends	\$500
• 33 <sup>rd</sup> St (south of C St)	Speed Hump	\$2,000
• 33 <sup>rd</sup> St (south of Park Way)	Speed Hump	\$2,000
• 33 <sup>rd</sup> St & H St (south leg)	Raised Island	\$2,500
• H St / 35 <sup>th</sup> and 38 <sup>th</sup>	Triple four x-walk	\$1,000
• 39 <sup>th</sup> St (north of H St)	Speed Limit Legend	\$200
• 39 <sup>th</sup> St (south of McKinley)	Speed Hump	\$2,000
• McKinley & 39 <sup>th</sup> St	Ped Island & x-walk	\$2,500
• McKinley & 37 <sup>th</sup> St	Triple Four x-walk	\$500
• Various locations	Signage/ legends	\$1,000
• <u>Environmental/Transportation Review</u>		\$1,500
	<b>Subtotal</b>	<b>\$38,700</b>
	Design, Inspection & Contingency (25%)	<u>\$9,300</u>
	<b>TOTAL</b>	<b>\$48,000</b>

\* Note: estimates may vary depending on ultimate designs.

**APPROVED**

JAN 30 2001

OFFICE OF THE  
CITY CLERK

**RESOLUTION NO.** *2001-060*

ADOPTED BY THE SACRAMENTO CITY COUNCIL

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

**NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE I APPROVAL FOR  
MCKINLEY PARK 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 McKinley Park neighborhood.**

\_\_\_\_\_  
MAYOR

ATTEST:

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

**FOR CITY CLERK USE ONLY**

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

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