



2

DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

1023 J STREET
SUITE 200
SACRAMENTO, CA
95814-2819

TRANSPORTATION DIVISION

916-449-5307

November 8, 1989

Transportation and Community Development Committee
Sacramento, California

Honorable Members In Session:

SUBJECT: Proposed Process for the Neighborhood Preservation/Environmental Capacity/Traffic Control Programs

SUMMARY

As directed by the City Council, Public Works staff have developed scopes of work for two neighborhood studies to be conducted for the CIP project, "Neighborhood Preservation/Environmental Capacity/Traffic Control Programs." This report details the proposed process and scope of work to develop two Neighborhood Preservation Transportation Plans, one for the Midtown neighborhood surrounding G and H Streets and the other for H Street in East Sacramento. Staff recommends approval of the proposed process and work program.

BACKGROUND

During budget hearings for the 1989-90 Capital Improvement Program, the City Council directed Public Works staff to work with residents of Midtown and East Sacramento in determining scopes of work for studies to be conducted under the CIP project of the "Neighborhood Preservation/Environmental Capacity/Traffic Control Program." These two areas were to be the first priority for establishment of the neighborhood traffic control programs to protect and preserve the residential character of neighborhoods while being consistent with objectives set forth in the City's General Plan. At this time, two neighborhood studies located in districts 1 and 3 have been defined and scope of work determined.

Staff met numerous times with representatives from the Midtown neighborhood along G and H Streets and the H Street Association in East Sacramento to develop a process and proposed scope of work for studies in their neighborhoods. Various drafts of a work program were reviewed and revised to develop a program that was mutually agreeable to City staff and neighborhood residents.

The following steps are proposed for use in developing a Neighborhood Transportation Plan that is acceptable to residents, can be implemented by City staff and contains sufficient cost information for decision makers to use in budget considerations:

- Obtain neighborhood input on the proposed process and scope of work.
- Submit the proposed process and scope of work to the City Council for approval and funding.

- Request that the City Council approve suggested neighborhood representatives from the core areas to participate in the selection of a transportation consultant team. The following representatives have been recommended to participate in the selection process for the consultant team:

Midtown - Lance Olson
H Street, East Sacramento - Maria Kelly

- Circulate a Request for Proposals (RFP) to appropriate transportation and planning consultants.
- Review proposals submitted by consultants and select a consultant team to perform the study. Selection is to be made by a committee composed of the following:
 - The designated Neighborhood Representative
 - Project Manager from the Transportation Division of Public Works
 - Planning Department representative.

The decision of this selection committee must be unanimous.

- Sign a contract and notify consultant to proceed with the study.
- Continue neighborhood input through appointment of a five (5) member Neighborhood Advisory Committee. Members of this committee shall reside in the core area defined in the study area of each plan (see attachments A and B). Appointment procedures of this Neighborhood Advisory Committee shall be approved by the City Council.
- Submit the proposed appointment procedures for the Neighborhood Advisory Committee to the City Council for approval.
- Appoint Neighborhood Advisory Committee.
- Develop Recommended Neighborhood Preservation Transportation Plan.
- Implement Recommended Neighborhood Preservation Transportation Plan.

A schedule of the time needed to complete this proposed process is attached as Figure 1.

The proposed work programs for these Neighborhood Preservation Transportation Plans are attached. Attachment A details the proposal for the H Street neighborhood in East Sacramento with Attachment B for the Midtown neighborhood.

Public Works staff will also be working on defining neighborhood studies needed in the remaining Council districts. Staff does not believe that neighborhood traffic control studies to be conducted in other areas will require such extensive work programs.

FINANCIAL DATA

At present, total funding of \$70,000 (\$50,000 from Measure A Sales Tax and \$20,000 from Gas Tax) is available in the CIP for "Neighborhood Preservation/Environmental Capacity/Traffic Control Programs."

MBE/WBE

MBE/WBE guidelines will be adhered to in the release of the RFP.

Transportation and Community Development Committee
November 8, 1989
Page 3

POLICY CONSIDERATIONS

None.

RECOMMENDATION

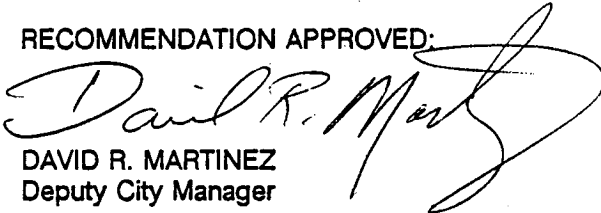
It is recommended that the City Council approve the proposed process and scope of work for the studies required for the Neighborhood Preservation Transportation Plans in the Midtown and H Street (East Sacramento) neighborhoods.

Respectfully submitted,



MARILYN KUNTEMEYER
Supervising Engineer

RECOMMENDATION APPROVED:



DAVID R. MARTINEZ
Deputy City Manager

APPROVED:



MELVIN H. JOHNSON
Director of Public Works

Contact Person to Answer to
Questions:

EDWARD WILLIAMS, Assistant Civil Engineer
449-5307

November 8, 1989
Districts 1 & 3

EW:sm
CA2-33.L

Attachment

NEIGHBORHOOD PRESERVATION TRANSPORTATION PLAN
H STREET (EAST SACRAMENTO)

PURPOSE

The goal of developing a Neighborhood Preservation Transportation Plan to protect and preserve the H Street Neighborhood east of Alhambra Boulevard is to enhance and preserve the residential character of this neighborhood. General objectives for the plan to achieve are:

- 1) Reduce traffic volumes on residential streets to levels consistent with the environmental capacities of the streets and surrounding neighborhoods;
- 2) Reduce traffic speed to 25 miles per hour;
- 3) Improve safety;
- 4) Develop a plan that can be implemented.

The environmental capacity shall be determined as a function of the following considerations at a minimum: adjacent land uses, pedestrian activity, acceptable levels of air quality and noise, esthetic qualities, public safety and neighborhood values. One of the main purposes in determining the environmental capacity is for appropriate implementation of the following goal from the Circulation Element of the 1988 Sacramento City General Plan: Goal C for Streets and Roads - "Create and maintain a street system which protects residential neighborhoods from unnecessary levels of traffic."

STUDY AREA

The core area for analysis of neighborhood transportation measures during the study shall be the residential area bounded by Parkway extended to F Street on the north, I Street extended on the south, Alhambra on the west, and 56th Street on the east. At a minimum, the overall study area shall include the area from McKinley/D Street, Elvas/H Street to the Fair Oaks Bridge, J Street on the south, and 29th Street on the west. In the area from 29th Street to Alhambra Boulevard, this study shall be coordinated with the analysis being conducted for the Midtown neighborhood west of 29th Street.

2

PROPOSED WORK PROGRAM

The City of Sacramento will hire a consultant to work with City staff and a Neighborhood Advisory Committee in developing a Neighborhood Transportation Plan for H Street from Alhambra Boulevard to 56th Street. The consultant(s) shall have expertise in the following areas:

- Neighborhood preservation;
- Community participation;
- Traffic engineering;
- Neighborhood traffic control; and
- Transportation planning.

The project manager or lead consultant shall have expertise in the areas of neighborhood preservation and community participation.

Specific work tasks that are proposed for the consultant to develop this Neighborhood Transportation Plan are as follows:

I. Refine Study Area

II. Conduct Inventory of Existing Conditions:

A. Land Use

B. Applicable City Policies:

1. Community Plan
2. General Plan
3. Zoning Ordinance:
 - a. TSM
 - b. Allowable uses
4. City Code
5. Air Quality Plan

C. Traffic Counts:

1. 24-hour
2. Peak hour turning movements at intersections:
 - a) Vehicles
 - b) Bicycles
 - c) Pedestrians
3. Trucks and other utility vehicles

D. Parking:

1. Supply
2. Use

E. Speed Surveys

F. Accident History

G. Street Geometry and Traffic Control

H. Traffic Origin/Destination:

1. Local
2. Through

I. Noise Measurements

J. Air Quality Data

III. Document Existing Conditions:

- A. Determine "environmental capacity" of residential streets
- B. Identify existing conditions incompatible with environmental capacity
- C. Identify conflicts with existing policies

IV. Refine Goals and Objectives:

- A. Solicit input from the entire neighborhood
- B. Present any refinements suggested to:

1. Neighborhood Advisory Committee
2. City staff

C. Supplement Goals and Objectives:

1. If needed
2. Consistent with stated purpose

V. Update to Decisionmakers:

- A. Planning Commission
- B. Written report to City Council

VI. Develop Evaluation Criteria Based On:

- A. Goals and Objectives
- B. Existing Conditions
- C. Priorities from Neighborhood Advisory Committee

VII. Develop Alternative Neighborhood Transportation Plans:

A. Design solutions to consider:

1. Roadway undulations
2. Traffic circles
3. Traffic signals:
 - a. Installation
 - b. Removal
4. Traffic diverters
5. Intersection redesign modifications such as "chokers"

- 6. Landscaping treatments
- 7. On-street parking changes
- 8. Signing and route advisory measures
- 9. Conversion from one-way to two-way operation
- 10. Woonerf
- 11. Other

B. Refine Alternatives based on input from:

- 1. Neighborhood Advisory Committee
- 2. City staff

VIII. Evaluate Alternative Neighborhood Transportation Plans:

A. Compare alternatives:

- 1. Changes to existing conditions
- 2. Evaluation Criteria from Task IV

B. Solicit input at public meeting(s) of the entire neighborhood

C. Determine preferred alternative of the Neighborhood Advisory Committee

IX. Implementation Plan for Recommended Alternative:

- A. Conceptual Design
- B. Cost Estimate
- C. Funding Strategy
- D. Policy Consistency:

- 1. Required changes to resolve conflicts
- 2. Recommended language for specific documents

E. Implementation Schedule

X. Scope of Work for Environmental Review of Recommended Alternative:

- A. Estimate of environmental review issues needing further study
- B. Estimate of cost and time needed to complete environmental review

XI. Presentation of Recommended Neighborhood Transportation Plan :

- A. General Neighborhood Public Meeting(s)
- B. Planning Commission
- C. Budget & Finance/Transportation & Community Committees of City Council
- D. City Council

**NEIGHBORHOOD PRESERVATION TRANSPORTATION PLAN
MIDTOWN: 16TH STREET TO ALHAMBRA BOULEVARD**

PURPOSE

The goal of developing a Neighborhood Preservation Transportation Plan to protect and preserve the Midtown Neighborhood in the vicinity of G and H Streets from 16th Street to Alhambra Boulevard is to enhance and preserve the residential character of this neighborhood. General objectives for the plan to achieve are:

- 1) Reduce traffic volumes on residential streets to levels consistent with the environmental capacities of the streets and surrounding neighborhoods;
- 2) Reduce traffic speed to 25 miles per hour;
- 3) Improve safety;
- 4) Develop a plan that can be implemented.

The environmental capacity shall be determined as a function of the following considerations at a minimum: adjacent land uses, pedestrian activity, acceptable levels of air quality and noise, esthetic qualities, public safety and neighborhood values. One of the main purposes in determining the environmental capacity is for appropriate implementation of the following goal from the Circulation Element of the 1988 Sacramento City General Plan: Goal C for Streets and Roads - "Create and maintain a street system which protects residential neighborhoods from unnecessary levels of traffic."

STUDY AREA

The core area for analysis of neighborhood transportation measures during the study shall be the residential area bounded by F Street on the north, J Street on the south, 16th Street on the west, and Alhambra Boulevard on the east. At a minimum, the overall study area shall include the area from E Street to L Street and 16th Street to Alhambra Boulevard. In the area from 29th Street to Alhambra Boulevard, this study shall be coordinated with the analysis being conducted for the H Street neighborhood east of Alhambra Boulevard.

2

PROPOSED WORK PROGRAM

The City of Sacramento will hire a consultant to work with City staff and a Neighborhood Advisory Committee in developing a Neighborhood Transportation Plan for G and H Streets from 16th Street to Alhambra Boulevard. The consultant(s) shall have expertise in the following areas:

- Neighborhood preservation;
- Community participation;
- Traffic engineering;
- Neighborhood traffic control; and
- Transportation planning.

The project manager or lead consultant shall have expertise in the areas of neighborhood preservation and community participation.

Specific work tasks that are proposed for the consultant to develop this Neighborhood Transportation Plan are as follows:

I. Refine Study Area

II. Conduct Inventory of Existing Conditions:

A. Land Use

B. Applicable City Policies:

1. Community Plan
2. General Plan
3. Zoning Ordinance:
 - a. TSM
 - b. Allowable uses
4. City Code
5. Air Quality Plan

C. Traffic Counts:

1. 24-hour
2. Peak hour turning movements at intersections:
 - a) Vehicles
 - b) Bicycles
 - c) Pedestrians
3. Trucks and other utility vehicles

D. Parking:

1. Supply
2. Use

E. Speed Surveys

F. Accident History

G. Street Geometry and Traffic Control

H. Traffic Origin/Destination:

1. Local
2. Through

- 2
- I. Noise Measurements
 - J. Air Quality Data

III. Document Existing Conditions:

- A. Determine "environmental capacity" of residential streets
- B. Identify existing conditions incompatible with environmental capacity
- C. Identify conflicts with existing policies

IV. Refine Goals and Objectives:

- A. Solicit input from the entire neighborhood
- B. Present any refinements suggested to:
 - 1. Neighborhood Advisory Committee
 - 2. City staff
- C. Supplement Goals and Objectives:
 - 1. If needed
 - 2. Consistent with stated purpose

V. Update to Decisionmakers:

- A. Planning Commission
- B. Written report to City Council

VI. Develop Evaluation Criteria Based On:

- A. Goals and Objectives
- B. Existing Conditions
- C. Priorities from Neighborhood Advisory Committee

VII. Develop Alternative Neighborhood Transportation Plans:

- A. Design solutions to consider:
 - 1. Roadway undulations
 - 2. Traffic circles
 - 3. Traffic signals:
 - a. Installation
 - b. Removal
 - 4. Traffic diverters
 - 5. Intersection redesign modifications such as "chokers"
 - 6. Landscaping treatments
 - 7. On-street parking changes
 - 8. Signing and route advisory measures
 - 9. Conversion from one-way to two-way operation
 - 10. Woonerf
 - 11. Other

2

B. Refine Alternatives based on input from:

1. Neighborhood Advisory Committee
2. City staff

VIII. Evaluate Alternative Neighborhood Transportation Plans:

A. Compare alternatives:

1. Changes to existing conditions
2. Evaluation Criteria from Task IV

B. Solicit input at public meeting of the entire neighborhood

C. Determine preferred alternative of the Neighborhood Advisory Committee

IX. Implementation Plan for Recommended Alternative:

- A. Conceptual Design
- B. Cost Estimate
- C. Funding Strategy
- D. Policy Consistency:

1. Required changes to resolve conflicts
2. Recommended language for specific documents

E. Implementation Schedule

X. Scope of Work for Environmental Review of Recommended Alternative:

- A. Estimate of environmental review issues needing further study
- B. Estimate of cost and time needed to complete environmental review

XI. Presentation of Recommended Neighborhood Transportation Plan :

- A. General Neighborhood Public Meeting
- B. Planning Commission
- C. Budget & Finance/Transportation & Community Committees of City Council
- D. City Council

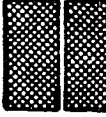


WIR
LAY
OUND

2

GRANT
PLAY
GROUND

STANFORD
PLAY
GROUND



ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

BLVD

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

BLVD

WASHINGTON
PARK
SCHOOL

BOULEVARD
PARK

SUTTER'S
FORT

MARSHALL
PARK

MARSHALL
SCHOOL

SUTTER
HOSPITAL

30 TH

ALHAMBRA

CAPITOL

AV

BO

BLVD