

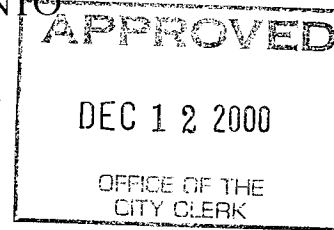


DEPARTMENT OF  
PUBLIC WORKS

TRAFFIC ENGINEERING  
DIVISION

CITY OF SACRAMENTO  
CALIFORNIA

November 27, 2000



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City Council  
Sacramento, California

**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE I  
APPROVAL FOR TALLAC VILLAGE SOUTH NEIGHBORHOOD**

**LOCATION AND COUNCIL DISTRICT:**

The Tallac Village South neighborhood is bound by 21<sup>st</sup> Avenue on the north, Ortega Street on the east, Fruitridge Road on the south and 55<sup>th</sup>/58<sup>th</sup> Streets on the west in Council District 6 (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 Tallac Village South.

**CONTACT PERSON:** Karen Shipley, NTMP Manager, 264-8365

**FOR COUNCIL MEETING OF:** December 12, 2000

**SUMMARY:**

The Tallac Village South neighborhood has been a participant in the NTMP since the kick-off community meeting held in December 1999. The goals of the neighborhood were to reduce speeding to below 30 miles per hour on certain streets within the area. 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, speed lumps, stop signs, bots dots and pedestrian islands. 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. Tallac Village South was the third neighborhood selected for Council District 6 in that lottery. The kickoff meeting for the neighborhood was in December 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, speed lumps, bots dots, pedestrian islands 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 and lumps 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, 30% (or 210) were returned with valid votes cast. Of those, 87% (or 183) were in favor of Phase I measures and 13% (or 27) 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, it was anticipated that each neighborhood would be allocated \$25,000 for traffic calming measures. The estimated cost of the Phase I plan for Tallac Village South is \$31,955 as shown on Attachment B. Capital Improvement Project (CIP) TS31 (NTMP Projects) and TS46 (Tallac Village South 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.

**EMERGING AND SMALL BUSINESS DEVELOPMENT CONSIDERATIONS:**

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

Respectfully submitted,



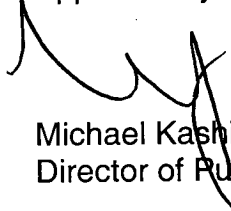
Martin W. Hanneman  
City Traffic Engineer

RECOMMENDATION APPROVED:



ROBERT P. THOMAS  
City Manager

Approved by:



Michael Kashiwagi  
Director of Public Works

Attachments

File:D6-3 council rept

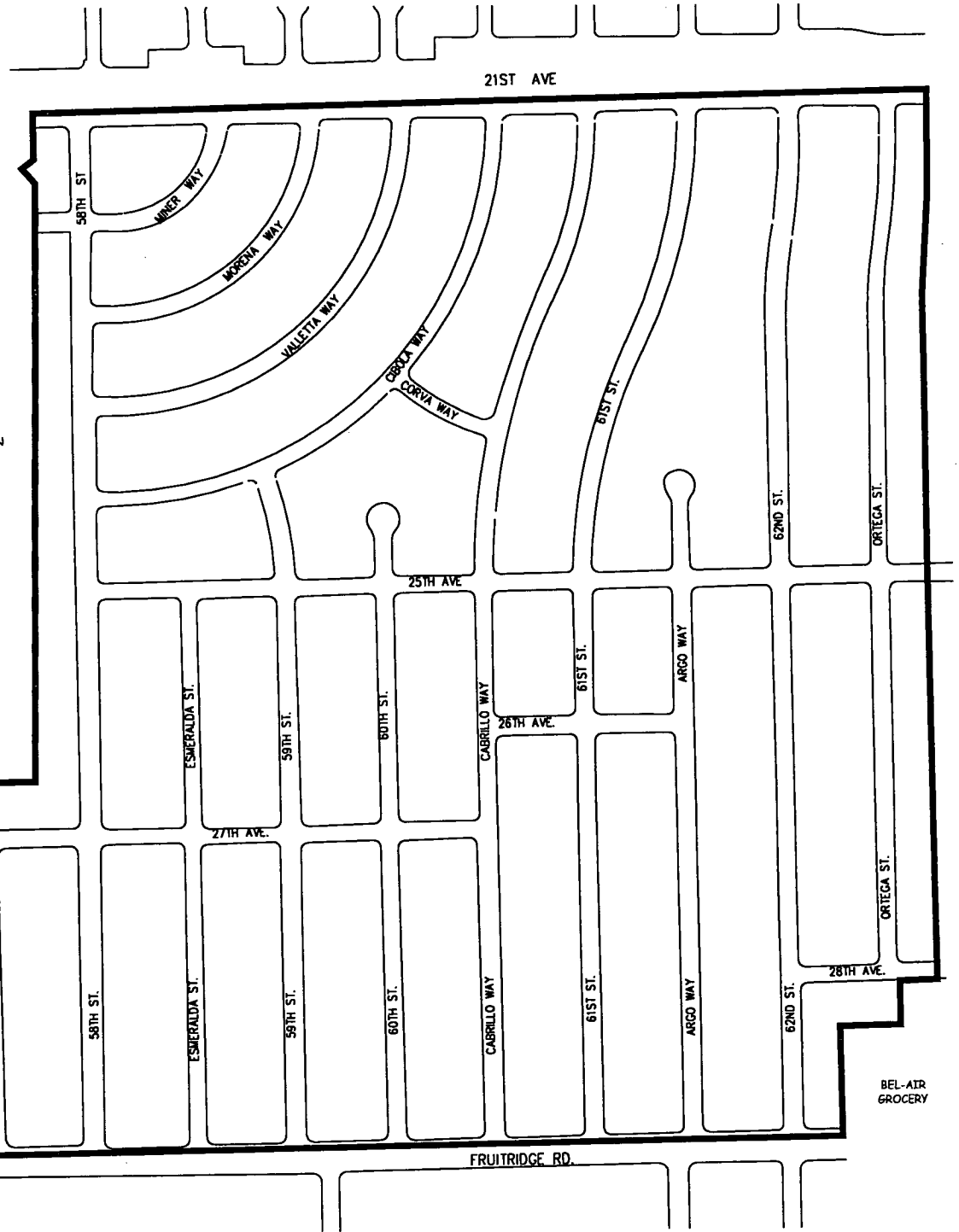
# TALLAC VILLAGE SOUTH NTMP AREA



MARK TWAIN  
ELEMENTARY  
SCHOOL

HIRAM JOHNSON  
HIGH SCHOOL  
(WEST CAMPUS)

BEL-AIR  
GROCERY



## TALLAC VILLAGE SOUTH PHASE I MEASURES AND BUDGET

Quantity	Device/Location	Total Cost
13	Speed Humps Installed on: Morena Way, Valletta Way, Cibola Way, Ortega Street, and 55 <sup>th</sup> Street	16,900
4	Speed Lumps	5,200
13	Stop signs Installed on: Morena Way, Valletta Way, Cibola Way, Esmeralda Street 56 <sup>th</sup> Street, 28 <sup>th</sup> Avenue, Ortega Street, 27 <sup>th</sup> Avenue, Corva Way and 60 <sup>th</sup> Street	1,300
1	Location of bots dots and raised reflective pavement markers on curve of 55 <sup>th</sup> Street and 27 <sup>th</sup> Avenue	200
5	Speed limit signs and legends Installed on: 58 <sup>th</sup> St. at 21 <sup>st</sup> Avenue and Fruitridge Road, Cibola Way 62 <sup>nd</sup> Street at 21 <sup>st</sup> Avenue and Fruitridge Road	500
3	Pedestrian Islands Installed on: 58 <sup>th</sup> Street at Miner Way, Valletta Way and 25 <sup>th</sup> Avenue	4,500
5	Neighborhood identification signs placed at entrance points to the neighborhood	<u>500</u>
		\$29,100
	Consultant for Transportation Review	1,400
	Contingency at 5%	<u>1,455</u>
	<b>TOTAL ESTIMATED COST:</b>	<b>\$31,955</b>

**APPROVED**  
DEC 12 2000  
OFFICE OF THE  
CITY CLERK

**RESOLUTION NO. 2000-708**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

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

**RESOLUTION APPROVING PHASE I TRAFFIC CALMING MEASURES FOR  
TALLAC VILLAGE SOUTH 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 Tallac Village South neighborhood.

\_\_\_\_\_  
MAYOR

ATTEST:

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

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**FOR CITY CLERK USE ONLY**

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

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