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**DEPARTMENT OF
PUBLIC WORKS**

TRAFFIC ENGINEERING
DIVISION

CITY OF SACRAMENTO
CALIFORNIA

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May 16, 2000

City Council
Sacramento, California

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

LOCATION AND COUNCIL DISTRICT:

The Lawrence Park neighborhood is located south of Perry Avenue, west of Stockton Boulevard, north of Fruitridge Road and east to the City/County boundary in Council District 8 (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 Lawrence Park.

CONTACT PERSON: Karen Shipley, Administrative Services Officer, 264-8365

FOR COUNCIL MEETING OF: May 30, 2000

SUMMARY:

The Lawrence Park neighborhood has been a participant in the NTMP since the kick-off community meeting held in November 1998. The goal of the neighborhood was 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, pedestrian islands and stop signs. 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. Lawrence Park was the second neighborhood selected for Council District 6 in that lottery. The kickoff meeting for the neighborhood was in November 1998. 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 and pedestrian islands 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.

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, 40% (or 161) were returned with votes cast. Of those returned, 93% (or 150) were in favor of Phase I measures and 7% (or 11) 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. While \$25,000 will cover expenses in some smaller neighborhoods, it is not sufficient to cover the expense of a comprehensive plan in larger neighborhoods. The estimated cost of the Phase I plan for Lawrence Park is \$43,200 as shown on Attachment B.

Capital Improvement Project (CIP) #TS35 and TS45 have already been established for projects in District 8. The total current balance in these CIPs is \$77,875. This would not only cover the cost for the Lawrence Park project, but would also leave a balance for the next neighborhood in District 5, Hollywood Park. Additional funding for District 5 projects would not be needed until FY 2001/02.

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.

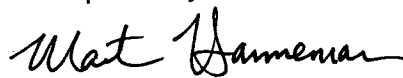
POLICY CONSIDERATIONS:

This program meets the Council's priorities of Neighborhood Revitalization and Enhancement and Public Safety.

ESBD CONSIDERATIONS:

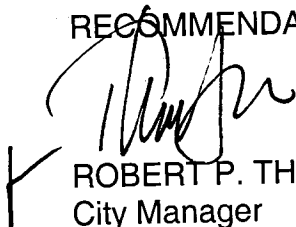
Any goods and services will be procured in accordance with established City policy.

Respectfully submitted,



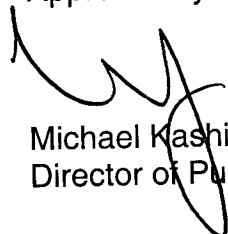
Martin W. Hanneman
Manager, Traffic Engineering Services

RECOMMENDATION APPROVED:



ROBERT P. THOMAS
City Manager

Approved by:



Michael Kashiwagi
Director of Public Works

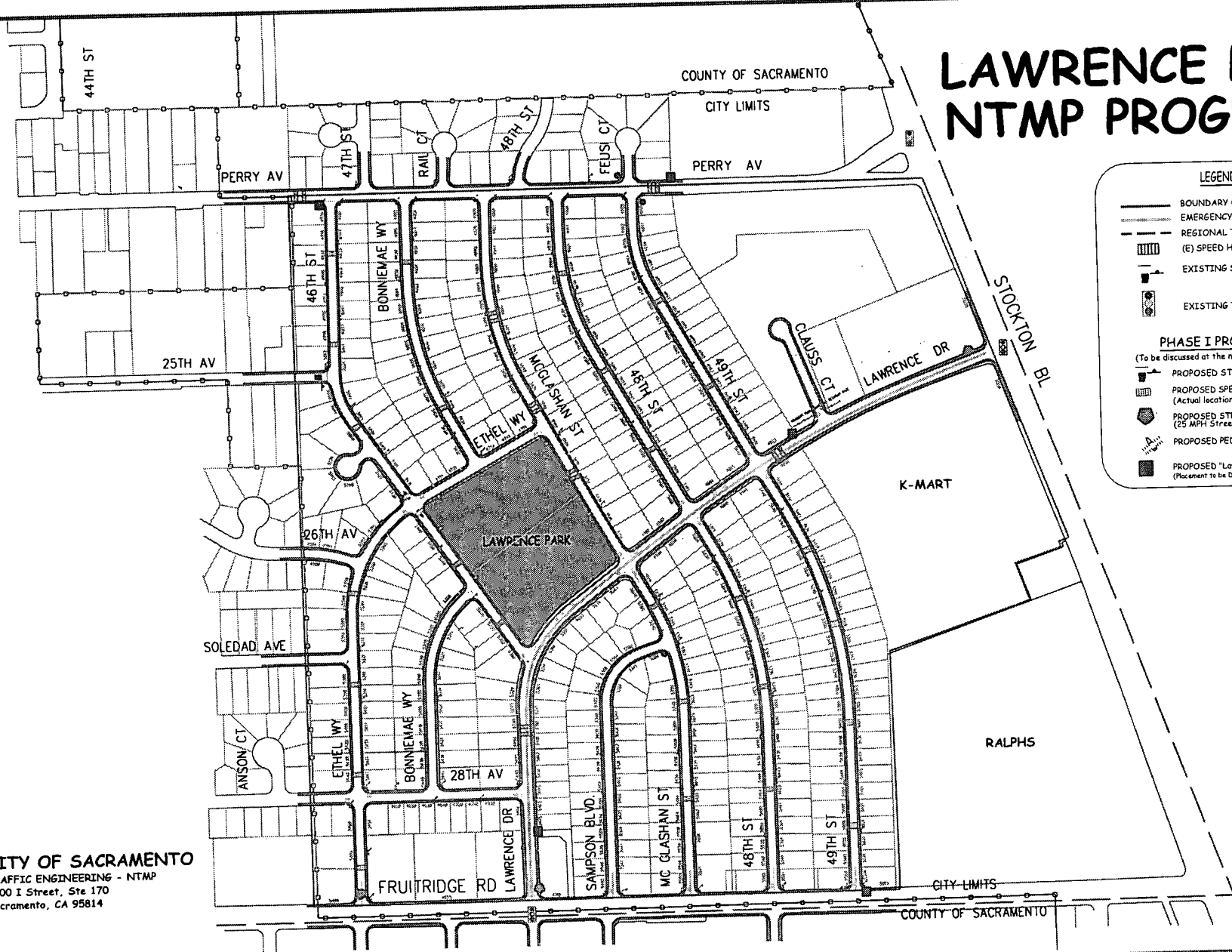
LAWRENCE PARK NTMP PROGRAM

LEGEND

- BOUNDARY OF AREA
- EMERGENCY RESPONSE ROUTE
- REGIONAL TRANSIT LINES
- (E) SPEED HUMPS & UNDULATIONS
- EXISTING STOP SIGNS
- EXISTING TRAFFIC SIGNAL

PHASE I PROPOSAL
(To be discussed at the neighborhood meeting)

- PROPOSED STOP SIGNS
- PROPOSED SPEED HUMPS (Actual locations to be determined)
- PROPOSED STREET SIGNS (25 MPH Street Legend and Sign)
- PROPOSED PEDESTRIAN ISLAND
- PROPOSED "Lawrence Park" SIGNS (Placement to be Determined)



CITY OF SACRAMENTO
 TRAFFIC ENGINEERING - NTMP
 1000 I Street, Ste 170
 Sacramento, CA 95814

Attachment A

LAWRENCE PARK PHASE I MEASURES AND BUDGET

<u>Quantity</u>	<u>Device/Location</u>	<u>Total Cost</u>
22	Speed Humps Installed on: 46 th Street, 48 th Street, 49 th Street, Ethel Way, Bonniemae Way and McGlashan Street	33,000
4	Stop signs Installed on: Feusi Court and 49 th Street at Perry Avenue Sampson Boulevard at McGlashan Street 25 th Avenue at Bonniemae Way	600
2	Pedestrian Islands Installed on: 46 th Street at Ethel Way	6,000
5	Neighborhood identification signs placed at entrance points to the neighborhood	<u>500</u>
		\$40,100
	Consultant for Transportation Review	1,100
	Contingency at 5%	<u>2,000</u>
	TOTAL ESTIMATED COST:	\$43,200

RESOLUTION NO. 2000-279

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

APPROVED
MAY 30 2000
OFFICE OF THE
CITY CLERK

**RESOLUTION APPROVING PHASE I TRAFFIC CALMING MEASURES FOR
LAWRENCE PARK 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 Lawrence Park neighborhood.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____