



APPROVED  
BY THE CITY COUNCIL

AUG 24 1999

OFFICE OF THE  
CITY CLERK

11.2

DEPARTMENT OF  
PUBLIC WORKS

CITY OF SACRAMENTO  
CALIFORNIA

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TECHNICAL SERVICES  
DIVISION

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August 9, 1999

City Council  
Sacramento, California

Honorable Members in Session:

**SUBJECT: MIDTOWN NEIGHBORHOOD PRESERVATION TRANSPORTATION PLAN  
(PN:TG86) – FOLLOW-UP ISSUES FROM MARCH 16, 1999 COUNCIL  
HEARING**

**LOCATION/COUNCIL DISTRICT:**

Area bounded by 16<sup>th</sup> Street, Alhambra Boulevard, C and L Streets. Council District 3.

**RECOMMENDATION:**

This report recommends that the City Council adopt the attached resolution approving:

- Additional traffic calming measures for I Street, 28<sup>th</sup> Street, and C Street;
- Maintaining, at its present location the half-street closure on 16<sup>th</sup>/H Streets; and
- Removal of truck route designation on C Street and re-affirm that D Street is not a truck route.

**CONTACT PERSON:**

Ken Grehm, Supervising Engineer, 264-7531

**FOR COUNCIL MEETING OF:**

August 24, 1999

**SUMMARY:**

On March 16<sup>th</sup>, 1999, City Council adopted the Neighborhood Preservation Transportation Plan (NPTP) EIR Addendum and approved the final NPTP configuration. The City Council also directed staff to work with the community to recommend additional traffic calming measures on 28<sup>th</sup>, C, D and I Streets and evaluate options to move the H Street eastbound half-street

City Council

Midtown Neighborhood Preservation Transportation Plan (PN:TG86) -

Follow-up Issues from March 16, 1999 Council Hearing

August 9, 1999

closure from 16<sup>th</sup> to 21 Street. After several community workshops, staff is recommending installation of additional calming measures, removal of the truck route designation on C Street, and maintaining the half-street closure on 16<sup>th</sup>/H Street at its present location.

**COMMITTEE/COMMISSION:**

None.

**BACKGROUND:**

The Midtown Neighborhood Preservation Transportation Plan (NPTP) was approved by the City Council in June 1996 with the goals of reducing traffic speeds, enhancing safety, maintaining good access, and dispersing traffic over the downtown street grid. The project included construction of five new traffic signals, the conversion of G and H Streets from one-way to two-way traffic, and installation of over 100 new traffic-calming features, including, half-street closures, traffic circles, intersection portals, pedestrian islands, and high visibility crosswalks.

On March 16<sup>th</sup>, 1999, City Council adopted the NPTP EIR Addendum and approved the final NPTP configuration. The City Council also directed staff to work with the community to recommend additional traffic calming measures on 28<sup>th</sup>, C, D and I Streets and evaluate options to move the H Street eastbound half-street closure from 16<sup>th</sup> to 21<sup>st</sup> Street.

Since Council approval, staff has conducted workshops with interested stakeholders discussing possible refinements. A comprehensive list of recommendations (including a map) developed by workshop participants and staff, is attached as Exhibit A. A summary of these recommendations are as follows:

**C and D Streets**

- Approve abandonment of C Street (17<sup>th</sup> to 19<sup>th</sup> Streets) at Blue Diamond Growers, including installation of half-street closures on D Street (Council approved 7/20/99);
- Remove truck route designation from C Street;
- Install additional pedestrian islands and hi-visibility crosswalks at various intersections;
- Convert the intersection of 28<sup>th</sup> and C Streets to a 4-way stop; and
- Reaffirm that D Street is not a truck route.

**28<sup>th</sup> Street**

- Install intersection portal at the southwest corner of 28<sup>th</sup>/C Streets;
- Add signage encouraging southbound truck traffic to use 29<sup>th</sup> Street;
- Install additional pedestrian islands and hi-visibility crosswalks at various intersections; and
- Reconstruct handicap ramp at 28<sup>th</sup>/E.
- Nominate 28<sup>th</sup> Street for inclusion in a fire department compatible speed hump pilot program if test program is successful.

City Council

Midtown Neighborhood Preservation Transportation Plan (PN:TG86) -

Follow-up Issues from March 16, 1999 Council Hearing

August 9, 1999

**I Street**

- Remove portal on south side of street (keep portal on north side of street) at 29<sup>th</sup>/I Streets;
- Install angled parking on the south side of I Street from 27<sup>th</sup> to 28<sup>th</sup> Streets;
- Place additional speed limit signs and markings at several locations;
- Install additional pedestrian islands and high visibility crosswalks;
- Place additional directional downtown guide signs on 29<sup>th</sup> Street discouraging use of I Street;
- Trim shrubbery at 27<sup>th</sup> and I Streets;
- Install bike lanes on I Street between 21<sup>st</sup> and 27<sup>th</sup> Streets;
- Request temporary focused traffic enforcement on I Street; and
- Nominate I Street for inclusion in a fire department compatible speed hump pilot program if test program is successful.

**Relocation of half-street closure at 16<sup>th</sup>/H Streets**

When the NPTP was approved on March 16, 1999, staff recommended that the half-street closures remain in their existing locations. Upon Council direction, staff explored the possibility of relocating the half-street closure at 16<sup>th</sup>/H Streets to 21<sup>st</sup>/H Streets. The intent was to provide easier access to businesses located on H Street, particularly, those located between 19<sup>th</sup> and 21<sup>st</sup> Streets. Staff analyzed five alternatives, including no change. Exhibit B provides graphical representations and expected traffic flow changes due to each alternative. Alternatives were developed at a community meeting and the attached information was shared at a subsequent community meeting. This proposed change will lead to increased traffic volumes on portions of G, H and 21<sup>st</sup> Streets. Staff recommends that the half-street closure at 16<sup>th</sup>/H not be relocated, but that the City install directional signage for the businesses in the H Street corridor. This recommendation is based on:

- Project is meeting its original objectives.
- Lack of consensus within community (residents and businesses).

**FINANCIAL CONSIDERATIONS:**

The current budget for the NPTP project is \$2,414,536. The estimated cost to construct the recommended improvements is approximately \$81,000. As of July 29, 1999, \$65,149 remains unencumbered. Additional funds, if required, will be identified at the time a contract is awarded.

**ENVIRONMENTAL CONSIDERATIONS:**

The Neighborhoods, Planning and Development Services Department, Environmental City Section, has reviewed this report and has determined that the proposed additions to the NPTP are exempt from the California Environmental Quality Act (CEQA) under Section 15301. The project is expected to result in slower traffic speeds and will not significantly affect traffic volumes.

City Council  
Midtown Neighborhood Preservation Transportation Plan (PN: TG86) -  
Follow-up Issues from March 16, 1999 Council Hearing  
August 9, 1999


**POLICY CONSIDERATIONS:**

The recommended actions are consistent with City Council priorities of Neighborhood Revitalization and Public Safety.

**ESBD CONSIDERATIONS:**

Any construction contracts related to this action will include measures to encourage ESBD participation.

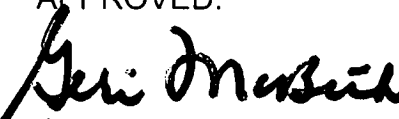
Respectfully submitted,

  
for Duane J. Wray, Manager  
Technical Services Division

RECOMMENDATION APPROVED:

  
ROBERT P. THOMAS  
City Manager

APPROVED:

  
for Michael Kashiwagi  
Director of Public Works

P/CIP/TG86/Council/follow-up

**Exhibit A**  
**Staff Recommended Refinements to Midtown Traffic Calming Project**

**C & D Streets**

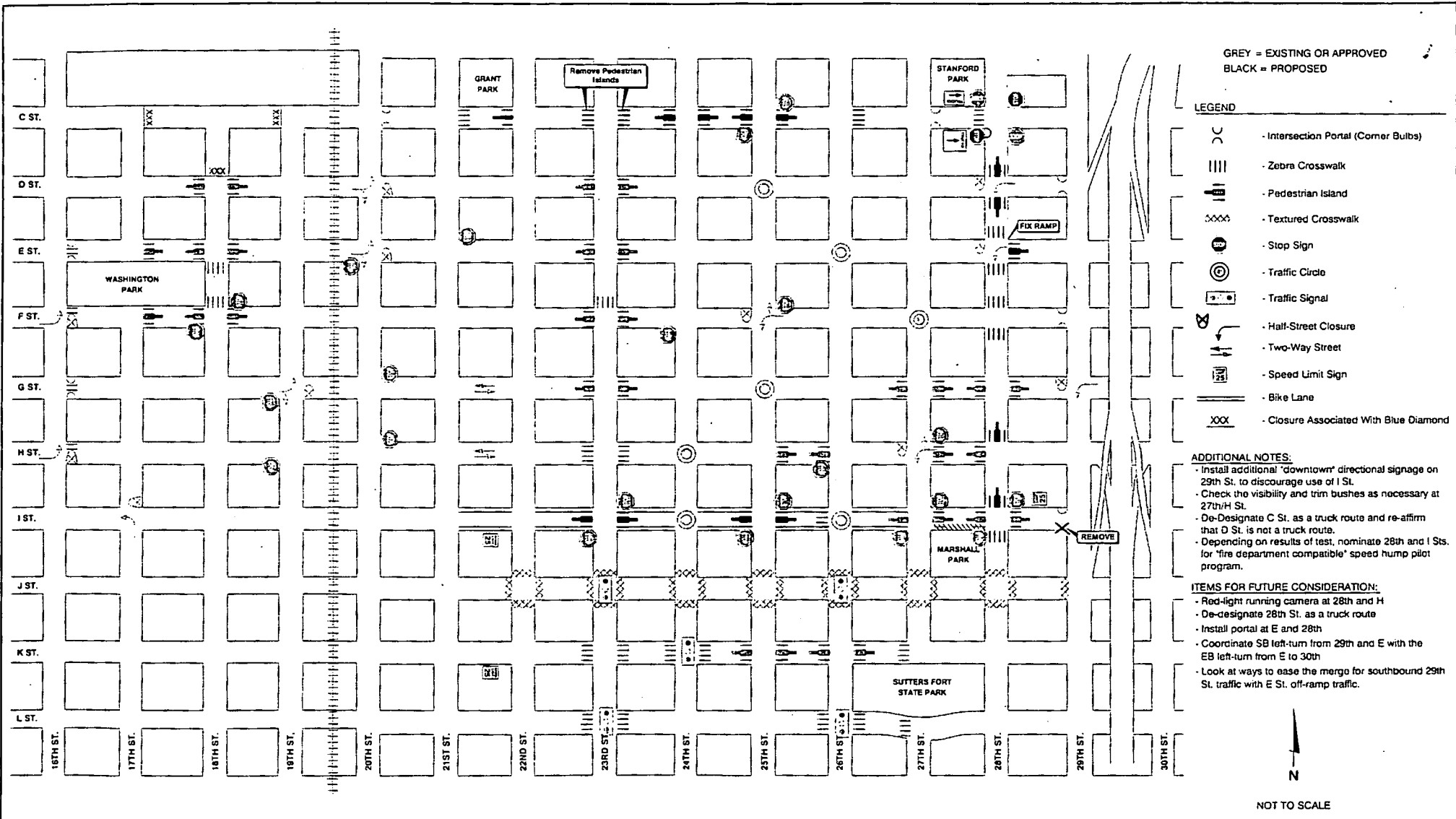
- Closures: On July 20, City Council approved the abandonment of C Street (17<sup>th</sup> to 19<sup>th</sup> Street) and half-street closures on D Street (eastbound at 20<sup>th</sup> and westbound at 28<sup>th</sup>). These improvements will be installed by Blue Diamond Growers.
- Truck Route: Remove truck route designation on C Street and re-affirm that D Street is not a truck route.
- 22<sup>nd</sup>/C: Install a pedestrian island on C Street (west side of 22<sup>nd</sup>).
- 23<sup>rd</sup>/C: Remove pedestrian islands and replace with high-visibility crosswalks.
- 24<sup>th</sup>/C and 25<sup>th</sup>/C: Install pedestrian islands on both sides of C Street.
- 26<sup>th</sup>/C: Install high visibility crosswalk on C Street (east side of 26<sup>th</sup>).
- 28<sup>th</sup>/C: Add stop signs to create 4-way stop.

**28<sup>th</sup> Street**

- 28<sup>th</sup>/C: Add an intersection portal at the southwest corner (southbound on 28<sup>th</sup> Street) to discourage eastbound C Street trucks from turning south on to 28<sup>th</sup>. Also add signage at 28<sup>th</sup>/C to encourage eastbound C Street and southbound 28<sup>th</sup> Street truck traffic to use 29<sup>th</sup> Street.
- 28<sup>th</sup>/D: Add pedestrian islands on 28<sup>th</sup> Street and high-visibility crosswalk on D Street (west side of 28<sup>th</sup>).
- 28<sup>th</sup>/E: Reconstruct curb ramps at northeast/E corner (to discourage trucks from cutting corner). Add a pedestrian island on E Street on east side of 28<sup>th</sup>. Add high-visibility crosswalks on 28<sup>th</sup>.
- 28<sup>th</sup>/F: Add high-visibility crosswalks on 28<sup>th</sup>.
- 28<sup>th</sup>/H: Add pedestrian island on 28<sup>th</sup> (north side of H Street).
- 28<sup>th</sup>/I: Add pedestrian island on 28<sup>th</sup> (north side of I Street) and high-visibility crosswalks on 28<sup>th</sup> Street.
- Speed Humps: Provide residents with information from test program of "fire equipment-compatible" speed humps. Depending upon success of test and resident reaction to results, staff will nominate 28<sup>th</sup> Street as one of the locations for pilot program.

**I Street**

- 29<sup>th</sup>/I Street Portals: Remove the portal on the south side of the intersection to allow eastbound vehicles to move closer to the curb to allow fire equipment to more easily pass when turning from southbound 29<sup>th</sup> to westbound I Street.
- Speed Humps: Provide residents with information from test program of "fire equipment-compatible" speed humps. Depending upon success of test and resident reaction to results, staff will nominate I Street as one of the locations for pilot program.
- Angled Parking: Install angled parking on south side of I Street between 27<sup>th</sup> & 28<sup>th</sup> Streets to provide additional parking for Hart Senior Center.
- Pedestrian Islands with Zebra Crosswalks: Install for westbound and eastbound approaches on I Street at 23<sup>rd</sup> and 25<sup>th</sup>.
- Speed Limit Signs: Install speed limit signs and pavement markings at the ends of I Street residential corridor (21<sup>st</sup> and 29<sup>th</sup>).
- Downtown Directional Signs: Install additional "downtown" directional signage on 29<sup>th</sup> to discourage use of I Street.
- Bike Lanes: Install bike lanes on I Street between 21<sup>st</sup> and 27<sup>th</sup> (reducing the effective width of travel lanes).
- Visibility at 27<sup>th</sup>/H: Check the visibility and trim bushes as necessary at 27<sup>th</sup>/H.
- Focussed Police Enforcement: Request increased temporary traffic enforcement and provide information to residents on number of citations.



GREY = EXISTING OR APPROVED  
BLACK = PROPOSED

LEGEND

- Intersection Portal (Corner Bulbs)
- Zebra Crosswalk
- Pedestrian Island
- Textured Crosswalk
- Stop Sign
- Traffic Circle
- Traffic Signal
- Half-Street Closure
- Two-Way Street
- Speed Limit Sign
- Bike Lane
- Closure Associated With Blue Diamond

ADDITIONAL NOTES:

- Install additional "downtown" directional signage on 29th St. to discourage use of I St.
- Check the visibility and trim bushes as necessary at 27th/H St.
- De-Designate C St. as a truck route and re-affirm that D St. is not a truck route.
- Depending on results of test, nominate 28th and I Sts. for "fire department compatible" speed hump pilot program.

ITEMS FOR FUTURE CONSIDERATION:

- Red-light running camera at 28th and H
- De-designate 28th St. as a truck route
- Install portal at E and 28th
- Coordinate SB left-turn from 29th and E with the EB left-turn from E to 30th
- Look at ways to ease the merge for southbound 29th St. traffic with E St. off-ramp traffic.



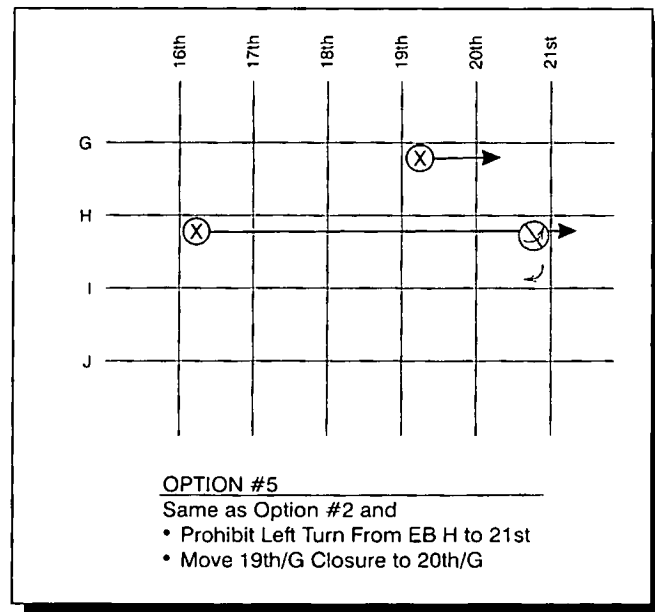
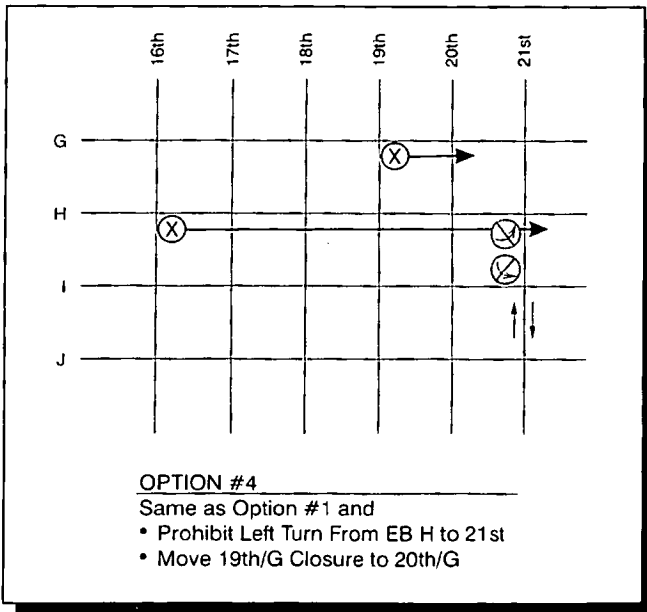
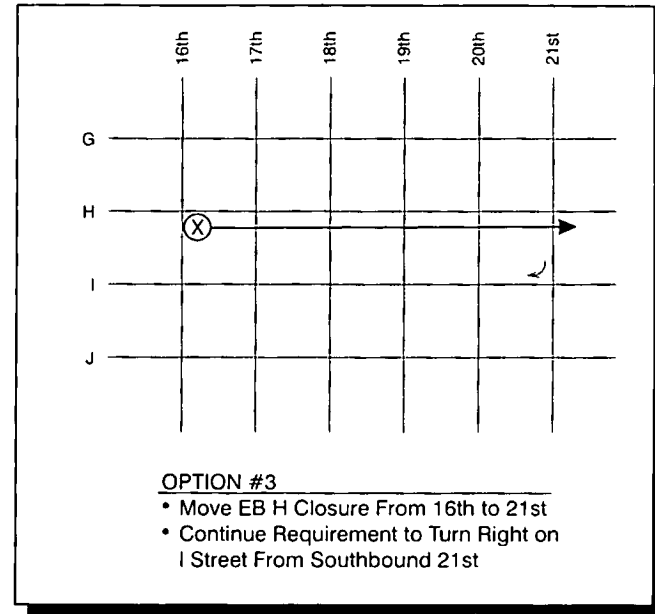
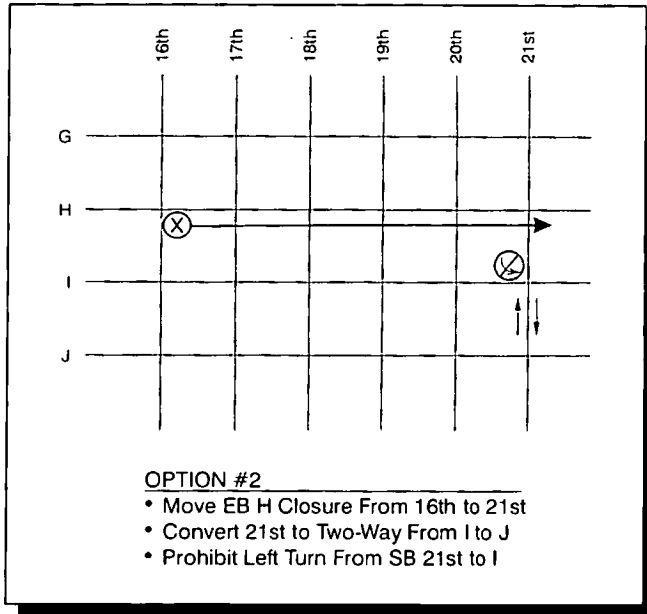
NOT TO SCALE

MIDTOWN NPTP

PROPOSED CHANGES

Department of  
**PUBLICWORKS**  
CITY OF SACRAMENTO

**OPTIONS FOR H ST. CLOSURE**  
*Option #1 (Not Pictured) is No Change*



Other Options Mentioned by Community:  
 Move H Street Closure to 20th, 22nd, or 25th as Alternative to 21st

### Probable Outcomes of Potential H Street Closure Relocation

Options*	provides 2-way access on H Street (16 <sup>th</sup> to 21 <sup>st</sup> )	traffic volume on H Street (16 <sup>th</sup> to 21 <sup>st</sup> )	traffic volume on 21 <sup>st</sup> Street (north of H)	increases traffic volume on G Street (east of 20 <sup>th</sup> )	increases traffic volume on 21 <sup>st</sup> Street (H to I)	increases traffic volume on 21 <sup>st</sup> Street (I to J)	increases traffic volume on J Street (east of 21 <sup>st</sup> )	Estimated Construction Cost
Option #1	No	1,900**	3,500***	3,400***	4,200	7,700	15,300***	\$0
Option #2	Yes	5,400-6,900	6,000-7,000	5,400-5,900	5,200-6,200	8,700-9,700	16,300-17,300	\$38,000
Option #3	Yes	4,900-6,400	6,500-7,500	5,900-6,400	4,200-4,700	7,700	15,300-15,800	\$10,000
Option #4	Yes	3,400-4,900	3,500	3,400	5,200-6,700	8,700-9,700	16,300-17,300	\$42,000
Option #5	Yes	2,900-3,900	3,500	3,400	4,200-4,700	7,700	15,800-16,300	\$12,000
Move Closure to 20 <sup>th</sup>	No	Similar to #2-5 above except that volume increase would shift from 21 <sup>st</sup> to 20 <sup>th</sup> . G Street closure would not need to be relocated in Options #4 & 5						
Move Closure to 22 <sup>nd</sup> or 25 <sup>th</sup>	Yes	Similar to #2-5 above except that volume increase would shift from 21 <sup>st</sup> to 22 <sup>nd</sup> or 25 <sup>th</sup> . Residential portions of H Street (east of 21 <sup>st</sup> to closure) would realize volume increase.						

- \* see attached diagram for description of Options  
 \*\* average of two counts (east of 16<sup>th</sup> and east of 19<sup>th</sup>)  
 \*\*\* estimate based upon counts on adjacent segments



**APPROVED**  
AUG 24 1999  
OFFICE OF THE  
CITY CLERK

**RESOLUTION NO. 99-484**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

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

**RESOLUTION REMOVING TRUCK ROUTE DESIGNATION  
ON C STREET BETWEEN 16<sup>TH</sup> STREET AND 29<sup>TH</sup> STREET AND APPROVING  
ADDITIONAL TRAFFIC CALMING DEVICES.**

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

1. That additional traffic calming mitigation measures for I Street, 28<sup>th</sup> Street, and C Street are approved
2. That removing the truck route designation on C Street and re-affirming that D Street is not a truck route is approved.

\_\_\_\_\_  
MAYOR

ATTEST:

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

\_\_\_\_\_  
**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_  
DATE ADOPTED: \_\_\_\_\_

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APPROVED

~~Amended~~

**RESOLUTION NO. 99-484**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

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

**RESOLUTION REMOVING TRUCK ROUTE DESIGNATION  
ON C STREET BETWEEN 16<sup>TH</sup> STREET AND 29<sup>TH</sup> STREET AND APPROVING  
ADDITIONAL TRAFFIC CALMING DEVICES.**

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

1. That additional traffic calming mitigation measures for I Street, 28<sup>th</sup> Street, and C Street are approved
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MAYOR

ATTEST:

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

\_\_\_\_\_  
**FOR CITY CLERK USE ONLY**

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

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

Judith Waegell  
7700 Eagles Nest Road  
Sacramento, CA 95830  
(916) 423-1771 phone & fax  
Judy@waegell.org

11.2

August 24, 1999

Council Members  
Sacramento City Council  
915 I Street, Rm 205  
Sacramento, CA 95814

Dear Council Members,

Re: Agenda item 11.2 8/24/99 Midtown Neighborhood Preservation  
Transportation Plan (PN:TG86), located in area bounded by 16th Street,  
Alhambra Boulevard, C and L Streets -  
Follow up issues from March 16, 1999, Council Hearing [Item 11.1] (D-  
3)

The half-street closures are ill-conceived and should be removed.

I represent the small commercial building on the south-west corner of  
20th and H Streets. This building was built by my father and his  
business partner in the late 1950's to accommodate part of their  
business. It is now owned by their widows.

This building currently is leased to CFG Photo and until recently Ray's  
Tacos, a victim of this project. These are retail uses. The effect of this  
project has been to impact these retail uses severely and negatively.

I support the preservation and enhancement of these neighborhoods  
with their wonderful old houses. However the commercial aspect is also  
a part of these neighborhoods with a long history.

There has never been any notice sent to us as property owners on this  
project. Thus we were effectively denied any input into the planning  
process where we would have had the best chance of influencing the  
direction of this project.

On the City's website I found "...the copy from the City of Sacramento's  
Neighborhood Preservation Transportation Plan (NPTP) brochure." In it  
I found the following:



"The Neighborhood Preservation Transportation Plan will accomplish three important goals:

- to slow the speed of traffic on midtown residential streets.
- to maintain good access to midtown merchants and downtown commerce.
- to improve pedestrian, bicycle and vehicular safety."

I support these goals. No where do I see a goal of 60% reduction in traffic volume which has been the effect of the project at 20th & H.

Again I quote from this website brochure.

"How will this affect traffic?

"Residents of midtown should experience , on average, about a 10 percent reduction in traffic volume on their streets. ..."

"Business owners in midtown will see about a 10 percent increase in traffic volume on major streets such as J, K and L,..."

I assume that the above goals and projected effect on traffic could have been and probably were achieved by implementing the project without the half-street closures. Where are the traffic counts and other data prior to the half-street closures but after implementation of the other elements? Working with those elements would undoubtedly bring you closer to your stated goals than has been achieved with the addition of these half street closures. At best they are annoying and awkward, not an enhancement to the neighborhoods.

I understand that there are businesses that do not want the half-street closure at 16th and H Streets changed. How much of this is because they do not want these half-street closures and their negative effects closer to their businesses? How would they respond if the choice was to eliminate them all together?

Get rid of these half-street closures.

Sincerely,

Judith Waegell

