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DEPARTMENT OF
PUBLIC WORKS

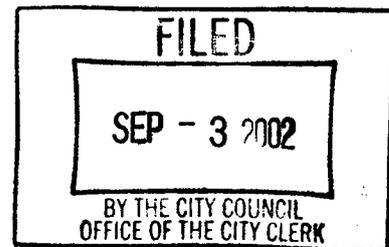
CITY OF SACRAMENTO
CALIFORNIA

927 10TH STREET
SACRAMENTO, CA
95814-2702

PROJECT DELIVERY
DIVISION

PH 916-264-8300
FAX 916-264-8281

August 13, 2002



City Council
Sacramento, CA

Honorable Members in Session:

**SUBJECT: RICHARDS BOULEVARD AND 12TH/16TH STREET PROJECT (PN: TU22) –
INFORMATIONAL WORKSHOP**

LOCATION AND COUNCIL DISTRICT:

12th Street and 16th Street at Richards Boulevard, Council District 1 (See attached location map Exhibit 1).

RECOMMENDATION:

None. This is an informational workshop.

CONTACT PERSON:

Tim Mar, Supervising Engineer, 264-7531
Ricky Chuck, Associate Civil Engineer, 264-5050

FOR COUNCIL MEETING OF: September 3, 2002

SUMMARY:

The purpose of this project is to improve access to and from Richards Boulevard from 12th and 16th Streets without impacting existing businesses.

The construction of the new signalized intersection at Richards Boulevard and 12th and 16th Streets would reduce traffic congestion at Sproule Avenue and 16th Street and improve access to and from Richards Boulevard and Downtown areas.

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The purpose of the workshop is to present information to City Council and allow City Council to ask questions and provide direction. Furthermore, the public will be able to speak and ask questions about the project.

This informational workshop will cover the following items:

- Project Background and Purpose
- Proposed Project
- Current Status
- Potential Next Steps
- Questions/Answers

Staff has been working with the Public Utilities Commission (PUC) staff to obtain their approval of the project. Their approval is required in order to build the project due to the presence of the Sacramento Light Rail Transit (LRT). A draft application was submitted to the PUC in January 2002. Unfortunately, PUC staff has not agreed to support the project because they feel there is increased accident potential with the presence of Sacramento Light Rail Transit (LRT). PUC staff prefers a grade separated interchange that City staff has deemed infeasible due to high cost. Staff believes the new intersection, as designed, includes many features to ensure it is a safe project. Staff, at this point, proposes to submit a formal PUC application for project approval that will likely undergo a protest process through the PUC. This process could take up to two years and still not guarantee that the City will be given permission to construct a project.

CEQA and NEPA environmental documentation for the project has been completed. Also 90% of plans, specifications, and estimates have been completed.

COMMITTEE/COMMISSION ACTION: None.

BACKGROUND INFORMATION:

In 2000, the City commissioned a study to identify improvements to State Route 160 between Richards Boulevard and Capitol City Freeway (Business 80) that would improve access to and across State Route 160 if it were relinquished to the City. In the study, the Richards Boulevard and 12th/16th Streets signalized intersection project was identified as a much needed improvement.

12th Street and 16th Street is a north-south couplet that provides high volume capacity to and from the Richards Boulevard and Downtown areas. In the median of this divided roadway is a single light rail track operated by Sacramento Regional Transit. Currently, at the Richards Boulevard and 12th and 16th Streets intersection, there are gate protected crossings for the northbound 16th Street to southbound 12th Street U-turn and also for the southbound left turn from the National Self Storage driveway on the east side of 16th Street. (See attached existing conditions plan Exhibit 2).

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Most commute traffic accesses the Richards Boulevard areas via Interstate 5 and 12th and 16th Streets. Currently, left turns to and from Richards Boulevard are precluded at the proposed intersection. Eastbound traffic on Richards Boulevard uses 12th Street to Sproule Avenue to 16th Street, whose intersection is already at capacity, to proceed northbound on 16th Street. This circuitous and indirect route causes significant additional travel time and poor access for motorists to and from Richards Boulevard.

The proposed project would construct a new signalized intersection that would allow left turns to and from Richards Boulevard and a new crosswalk that would allow pedestrians to cross from 12th Street to 16th Street. Additional crossing gates would stop all left turn movements before Sacramento LRT passes through the intersection. A traffic signal pre-emption plan will ensure that all vehicles are off the tracks before the Sacramento LRT passes through the intersection. A vehicle pocket for the southbound direction will ensure that a confused driver will be able to store in this area off the LRT tracks when the train is approaching. The project will include advance flashers and signage to notify northbound and southbound motorists when the LRT train is passing through the intersection. (See attached proposed improvements plan Exhibit 3).

In addition to improved vehicular circulation, the project would provide connectivity and additional benefits to bicycle and pedestrian traffic. The new crosswalk would provide a connection for pedestrians on 16th Street to get to the bridge to cross the American River. Furthermore, it would provide gap closure for the planned Twin Rivers Bike Trail along the south levee of the American River.

A draft PUC application was submitted to the PUC in January 2002 and subsequent meetings have been held with PUC staff. PUC staff has indicated that the project would increase accident potential at the intersection and that the crossing must be grade separated. Two grade separation alternatives had been evaluated. One alternative would take Sacramento Light Rail Transit over the intersection and the other takes Richards Boulevard over Sacramento Light Rail Transit. The alternatives were deemed infeasible due to high costs and severe impacts to existing businesses.

Potential Next Step

Following are options for the next step in the project:

- A. Submit PUC application with City Council and Regional Transit Board resolutions supporting the project
- B. Submit PUC application without resolutions
- C. Stop project

Staff recommends that Option A be the next step in the project.

Upon submittal of the PUC application, staff will continue to coordinate with PUC and Regional Transit staff to obtain a supportable project. During the course of the PUC application review

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period, PUC staff may suggest other options to eliminate accident concerns at the intersection. Alternative options may include the deletion of the pedestrian crosswalk across 12th Street and 16th Street and the left turn from 16th Street to Richards Boulevard. City Traffic Engineering staff has indicated that from an operational perspective, the proposed left turn from 16th Street to Richards Boulevard could be eliminated and continue to be provided at North B Street and Sproule Avenue. If the City and PUC cannot agree on a project, the PUC will hold hearing and legal proceedings on the schedule listed below:

September 2002	Submit PUC application
October 2002	30-days public protest and comment period
November 2002	PUC transfers documents to administrative law judge
May 2004	Last date that judge prepares legal brief and draft decision
June 2004	PUC responds to City
July 2004	City may file another protest if not in agreement with PUC reply
August 2004	Final decision made by PUC
January 2005	Invitation for bids
April 2005	Construction begins
November 2005	Construction complete

Should the PUC deny the City's application, the project will not be built and federal funding will be lost.

FINANCIAL CONSIDERATIONS:

There is no change in project funding associated with the report. The current project budget is \$1,100,000.

ENVIRONMENTAL CONSIDERATIONS:

Environmental documentation has been completed:

Environmental Planning Services has determined that the project is categorically exempt under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). At the time of PUC application submission, the environmental review documents will be completed.

POLICY CONSIDERATIONS:

This action requested, herein, is consistent with Sacramento City Code, Title 3. The proposed project supports the City's Strategic Plan goal of improving and diversifying the transportation system by relieving traffic congestion and eliminating out of direction travel. Furthermore, the project will support the City's goal of promoting and supporting economic vitality by improving access to the Richards Boulevard and the Downtown areas.

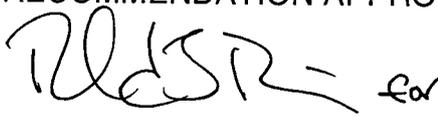
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ESBD CONSIDERATIONS: No goods or services are being purchased.

Respectfully submitted,


Francesca Lee Halbakken
Project Delivery Manager

RECOMMENDATION APPROVED:

 for

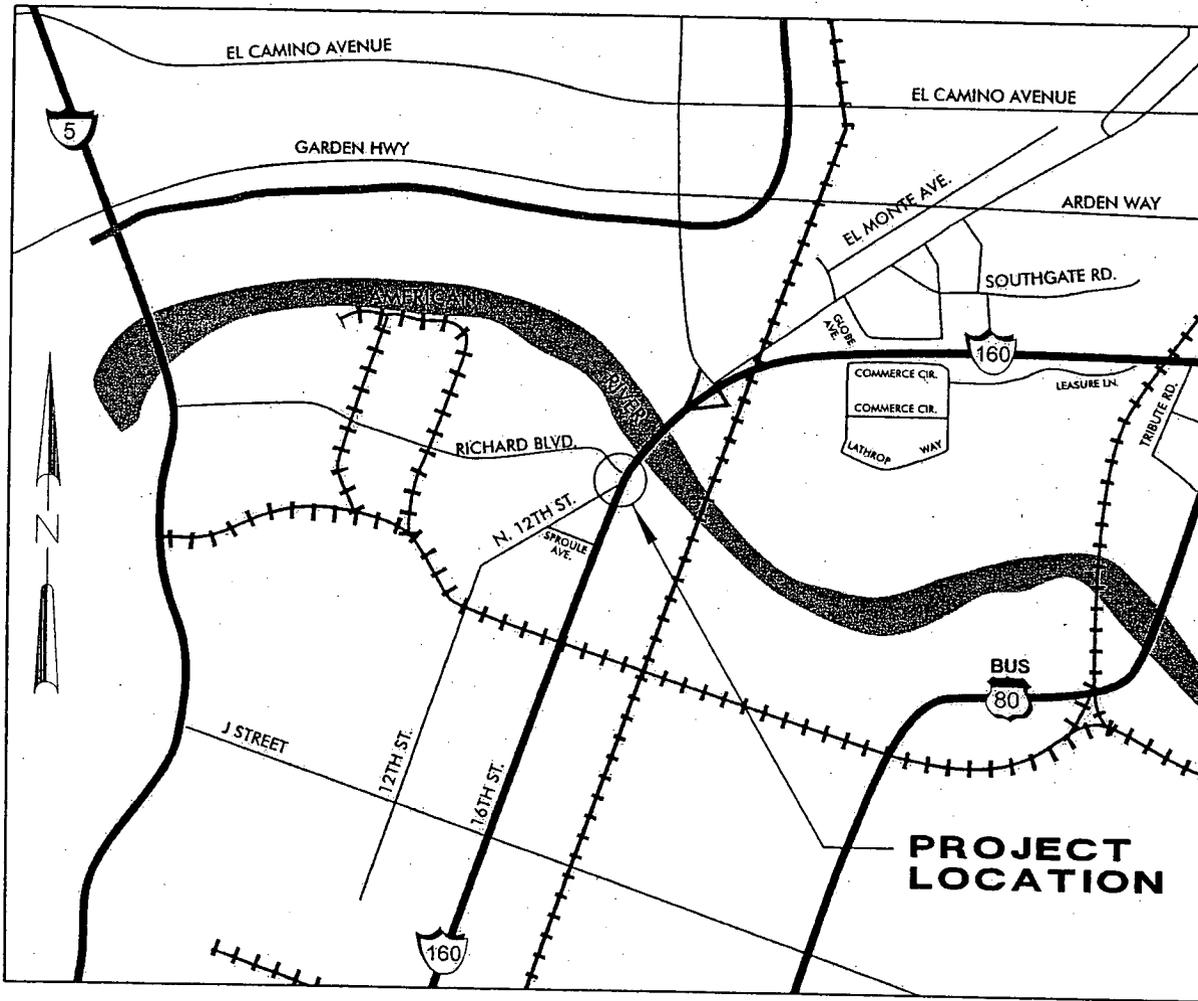
ROBERT P. THOMAS
City Manager

APPROVED:



Michael Kashiwagi
Director of Public Works

P/Active/TU22/Council/RichardsBoulevard Information Workshop Rev-8-14-2002.doc



CAD FILE: P:\WORK\PROJECTS\12th-16th.ctb

REVISIONS			BENCH MARK DESCRIPTION	ELEV.
NO.	DESCRIPTION	DATE BY		

FIELD BOOK	
SCALE	
HORIZ. NA.	
VERT.	

CITY OF SACRAMENTO
DEPARTMENT OF PUBLIC WORKS

DRAWN BY: J. KLAPP	DESIGN BY: T. HAYES	CHECKED BY: T. MAR
DATE: 09/27	R.C.E.: 5696 DATE: 09/27	R.C.E.: 4246 DATE: 09/27



PLANS FOR
**12TH AND 16TH STREETS
AT RICHARDS BOULEVARD**
LOCATION MAP

