

DEPARTMENT OF
PUBLIC WORKS

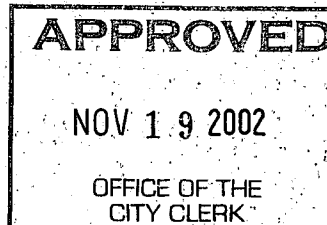
CITY OF SACRAMENTO
CALIFORNIA

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TRAFFIC ENGINEERING SERVICES DIVISION

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October 30, 2002



City Council
Sacramento, California

**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE I APPROVAL
FOR ELMHURST NEIGHBORHOOD**

LOCATION AND COUNCIL DISTRICT:

The Elmhurst neighborhood is bound by Highway 50 on the north, 57th Street on the east, V Street and 2nd Avenue on the south and Stockton Boulevard on the west in Council District 6 (see map - Attachment A).

RECOMMENDATION:

This report recommends that City Council adopt the attached resolution approving the Neighborhood Traffic Management Program (NTMP) Phase I traffic calming measures for the Elmhurst Neighborhood.

CONTACT PERSON: Debb Newton, Program Analyst, 264-6739

FOR COUNCIL MEETING OF: November 19, 2002

SUMMARY:

The Elmhurst neighborhood has been a participant in the NTMP since the kick-off community meeting held in October 2001. The goals of the neighborhood are to reduce the traffic speeds on segments of T Street, U Street, V Street and 57th Street to within five mph of the posted or prima facie speeds; to increase safety at the intersection of V Street and 51st Street and reduce collisions at the intersections of 39th Street with T Street and V Street. The Phase I plan, developed by the Traffic Calming Committee (TCC), is designed to meet these goals with the installation of tree pots, entry and pedestrian islands, a traffic table, speed humps, a traffic circle, stop signs, crosswalks and neighborhood 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. Elmhurst is the sixth neighborhood to participate in Council District 6. The kick-off meeting for the neighborhood was in October 2001. Since that time, the following has been accomplished using the three "E's" of this program.

Education

- Newsletters 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.
- A billboard was posted near the intersection of Stockton Boulevard and T Street to advise drivers of the fines associated with various traffic violations.
- 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 installation of tree pots, entry and pedestrian islands, a traffic circle and speed humps and speed limit legends on neighborhood streets. The Phase I plan, including proposed devices and cost estimates, is shown on Exhibit A. The actual location for placement of the speed humps, tree pots and the traffic table 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, 39% (or 435) were returned with valid votes cast. Of those, 75% (or 326) were in favor of Phase I measures and 25% (or 109) 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 Elmhurst is \$55,235, as shown on Exhibit A to the resolution.

The Elmhurst NTMP project budget (PN:TS76) has been established for \$25,000. The cost of the transportation review in the amount of \$2,000 will be paid from the Design, Inspection, Review Capital Improvement Project (CIP) (PN:TS40). The approval of the additional funding from the Neighborhood Traffic Management Program (PN:TS31) will increase the total budget to \$53,235, which is sufficient to construct the traffic calming improvements.

ENVIRONMENTAL CONSIDERATIONS:

The Planning and Building Department, Environmental Planning Services has reviewed the Elmhurst Neighborhood Traffic Calming Plan and has determined that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) under Class 1, Section 15301(c) and Class 11, Section 15311(a) of the CEQA Guidelines. Projects exempted under Class 1, Section 15301(c), consist of the operation, repair, or minor alteration of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities involving negligible or no expansion of use. Projects exempted under Class 11, Section 15311(a), consist of the construction or replacement of minor structures accessory to existing commercial, industrial, or institutional facilities, including but not limited to on-premise signs.

POLICY CONSIDERATIONS:

The NTMP is consistent with the City's Strategic Plan for enhancing and preserving neighborhoods.

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:

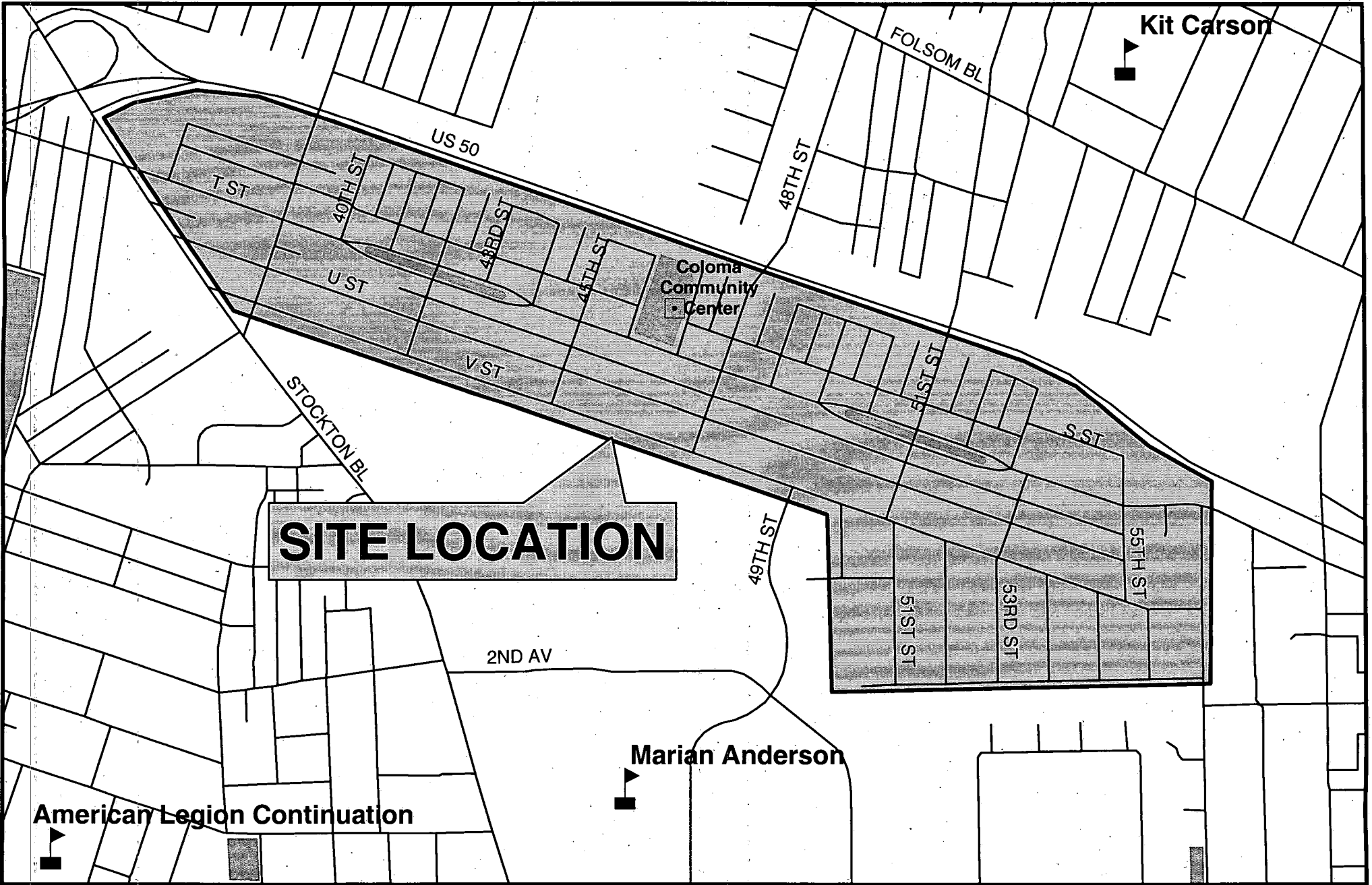


ROBERT P. THOMAS
City Manager

Approved by:



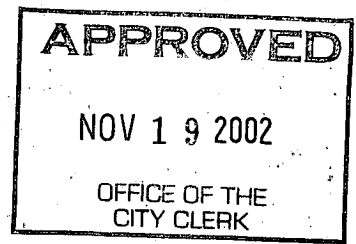
Michael Kashiwagi
Director of Public Works



SITE LOCATION

ELMHURST NEIGHBORHOOD





RESOLUTION NO. 2002-751

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

RESOLUTION APPROVING PHASE I TRAFFIC CALMING MEASURES FOR ELMHURST NEIGHBORHOOD

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

- 1) The Neighborhood Traffic Management Program Phase I traffic calming plan is hereby approved for the Elmhurst neighborhood. The project budget is shown on Exhibit A.
- 2) The FY2002/2003 Capital Improvement Program budget is amended by transferring \$28,235 from the Neighborhood Traffic Management Program (PN:TS31) to the Elmhurst NTMP (PN: TS76) and adjust the budgets as follows:

FUND	AGENCY	ORGAN.	OBJECT	CURRENT BUDGET	REVISED BUDGET	INCREASE (DECREASE)	ACCOUNTING REFERENCE
201	500	TS31	4820	\$233,609	\$205,374	(\$28,235)	A
201	500	TS76	4820	\$25,000	\$53,235	\$28,235	A
			EB TOTAL	\$258,609	\$258,609	\$ 0	

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

**ELMHURST PHASE I MEASURES
AND ESTIMATED BUDGET**

Quantity	Device/Location	Total Cost
1	<u>Entry Island</u> Installed on T Street, east of 37 th Street	5,000
7	<u>Tree Pots</u> Install on T Street between 37 th Street and 39 th Street and Between 44 th Street and 48 th Street	10,500
2	<u>Pedestrian Islands</u> Installed on 39 th Street at T Street	8,400
5	<u>Neighborhood Identification Signs</u> Placed at entrance points to the neighborhood	500
6	<u>Standard Crosswalks</u> Installed at 48 th and T Street and at 48 th and V Street	600
1	<u>Traffic Table</u> Installed on T Street between 56 th Street and 57 th Street	2,500
3	<u>Remove Single Undulation</u> Remove from 48 th Street and 51 st Street, south of freeway and from 57 th Street, north of V Street	4,500
6	<u>Speed Humps</u> Install speed humps on 48 th Street and 51 st Street, north of T Street, on U Street between 39 th Street and 42 Street, and on 57 th Street between V Street and 2 nd Avenue	8,100
1	<u>Traffic Circle</u> Install in the intersection of V Street and 39 th Street	10,000
4	<u>Stop Signs</u> Install stop signs to create all-way stops at V Street and 48 th Street and at V Street and 51 st Street	600
		\$50,700
	Consultant for Transportation Review (TS40)	2,000
	Contingency at 5%	2,535

TOTAL ESTIMATED COST: \$55,235