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# CITY OF SACRAMENTO

## DEPARTMENT OF FINANCE

### BUDGET DIVISION

March 28, 1985

Budget and Finance Committee  
Transportation and Development Committee  
Sacramento, California

Honorable Members in Session:

Subject: Response to South Natomas Capital Improvement Fund Advisory  
Committee CIP Comments

#### SUMMARY

On March 19, 1985, the joint Budget and Finance, and Transportation and Development Committee requested staff to prepare a response to the comments presented by the South Natomas Capital Improvement Fund Advisory Committee (SNCIFAC). Staff comments were submitted to the committee at the March 26, 1985 meeting. At that time, staff was requested to provide further information on the Truxel and Brewerton signalization (CIP project 85-3120-001, page 180) and identify the rationale for not scheduling the project to be funded until 1989-90. (SNCIFAC comments are attached as Exhibit A, and staff comments as Exhibit B.)

#### BACKGROUND

Traffic Engineering has made a determination of what reasonable future roadway and traffic improvements would be needed by the end of buildout of the South Natomas community. These projects (as listed in Exhibit C) were identified to mitigate the anticipated traffic impacts of the proposed office parks of Natomas Eastside, Gateway Center, the Bennett properties and Creekside. Exhibit C further identifies current estimates of the portion of the cost of these projects which the SNCIF could be required to support. The traffic light at Truxel and Brewerton is not on this list as it is considered to be of a lower priority. It was, however, included in the five-year CIP budget due to the strong recommendation of the SNCIF advisory committee.

Traffic Engineering has a process by which it evaluates the need for signalization. In general, signals are ranked against each other in terms of total intersection volume, side street volume and delay, pedestrian

activity, the ability to coordinate with other nearby traffic signals, correctable accidents, or any combination of the above. As a result of the evaluation potential signals are assigned point values and those with 100 points or more are placed on the priority list to be included in future CIP's. It is anticipated that the major intersections in the South Natomas area (such as West El Camino and Gateway Oaks, and Garden Highway and Gateway Oaks) will increase in point value very quickly as the area develops. Therefore, although not currently at a point value of 100 or more, these intersections were recommended by staff to be included in the CIP. The intersection of Truxel and Brewerton, although not considered a major intersection, was also evaluated by staff and assigned 48 points based on the above criteria. This point ranking is not expected to change substantially in the next few years. Exhibit D is the current listing of priority signals. Based on approximately 5 to 10 signals being installed each year (depending on the availability of funds) the Truxel and Brewerton signal would normally not even be included in the current CIP if it were competing on a Citywide basis.

#### FINANCIAL

The South Natomas Community Improvement Fund cannot (and has never been expected to) support all of the required projects in that area. Therefore, it will be necessary for the area's lower priority programs to compete with the needs of the rest of the City for Gas Tax, Major Street Construction, Traffic Safety and General Funds. Therefore, the effect of moving up a lower priority program is to increase the relative importance of the remaining South Natomas projects which may have to compete for Citywide funds.

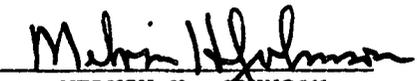
#### RECOMMENDATION

It is recommended that the joint committee accept staff's recommendation to leave the Truxel/Brewerton signal in 1989-90 for the time being and to annually reevaluate its need on the same basis as all other potential traffic signals. An annual evaluation is consistent with the recommendation of the South Natomas advisory committee (see Exhibit A).

Respectfully Submitted

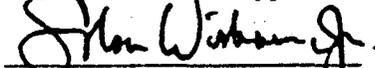


BETTY MASUOKA  
Budget Officer



MELVIN H. JOHNSON  
Director of Public Works

Recommendation Approved:



SOLON WISHAM, JR.  
Assistant City Manager

**SOUTH NATOMAS CAPITAL IMPROVEMENT FUND ADVISORY COMMITTEE**

March 14, 1985

Transportation and Development Committee/  
Budget and Finance Committee  
Sacramento, California

Honorable Members in Session:

Subject: South Natomas Capital Improvement Fund Advisory Committee  
1985-90 CIP Recommendations

**SUMMARY**

The South Natomas Capital Improvement Fund Advisory Committee (SNCIFAC) has reviewed the Proposed 1985-90 CIP as it applies to the South Natomas area. This report summarizes our comments on the projects contained within the five year plan and recommends appropriate action.

**BACKGROUND**

The SNCIFAC conducted community hearings from August through November 1984 at which they received program suggestions from South Natomas residents. The final project recommendations were submitted to the City Council in November 1984 and were referred to staff for appropriate incorporation into the Proposed 1985-90 CIP. Staff reviewed and scheduled the SNCIFAC projects based upon priority rank as determined by the original South Natomas Environmental Impact Report's mitigation requirements, the developer agreements, and other technical/workload considerations. The SNCIFAC Board has reviewed the proposed five year plan and has been advised of the rationale which governed project scheduling.

**ANALYSIS**

The SNCIFAC Board received a great deal of input from the Parks and Community Services Department while they were developing community enhancement project recommendations. It was felt that the department's active participation was extremely helpful in assuring that community recommendations were synchronized with the City's Parks Master Plan and/or other planning tools. We commend the Parks and Community Services Department for their efforts on our behalf.

The SNCIFAC Board has asked that there be additional early involvement by the Public Works Department to assist in clarifying the specific traffic mitigation project demands on the SNCIF, as stipulated in the EIR and developer agreements; the magnitude of these requests along with the ongoing SNCIF contribution requirements; and the technical considerations that are normally used to determine project scheduling. The Board is encouraging the Traffic Section to send a representative to each of the monthly community recommendation hearings set during August through November not only to hear project suggestions but to point out constraints which may limit or delay implementation of various community suggestions. We feel that these changes will enhance community involvement in the process and provide additional information for staff planning efforts.

#### **RECOMMENDATIONS**

The SNCIFAC Board has made the following recommendations with respect to the Proposed 1985-90 CIP:

##### Community Enhancement Projects

Community Center/Library Preliminary Plans  
Off-Street S Natomas Bikeway  
Gardenland-Handball Courts  
Chuckwagon & Bridgeford-Site Development  
Ninos Parkway Master Plan & Bikeway

**Comments:** Concur with staff recommendations.

##### Traffic Mitigation Projects

Northgate/W El Camino Bus Shelters

**Comments:** Concur with staff recommendation.

Truxel Widening  
Pebblewood/Brewerton/Truxel Signal

**Comments:** Concur with 1985-86 funding recommendation for Truxel Widening project, however, the adjacent property owner (currently Grant High School) should share in the cost of this improvement once the property develops. It is recommended that a SNCIF exaction contribution plus interest calculated from 1985 be made a condition of development to ensure proper payment. The SNCIFAC also recommends that the Pebblewood/Brewerton/Truxel Signal's priority be reviewed annually with the first follow-up report presented to the SNCIFAC Board in October 1985, due to a precarious school crossing situation at this location.

Garden Hywy/I-5 Signal  
San Juan Realignment

**Comments:** Concur with 1985-86 funding recommendation, however, it is recommended that the SNCIF contribution share be limited to 50% of the cost of installing traffic signals at the realigned intersection and the Garden Highway interchange (currently estimated at \$150,000). This would be consistent with other jointly funded SNCIF-developer signals.

Garden Hywy Realignment Study  
Arden-Garden Connector

**Comments:** The Garden Hywy Realignment Study is really a portion of the Arden-Garden Connector project. The SNCIFAC concurs with 1985-86 funding recommendation and recognizes that some level of on-going commitment of SNCIF monies will be required. However, it is recommended that the level of on-going support be reexamined annually to ensure that the SNCIF is only paying its fair share of the project costs.

W El Camino Bridge Widen à Natomas Drain Canal  
Northgate/W El Camino Intersection Widening

**Comments:** Oppose the staff recommendations. The Bridge project was felt not to be community related since it is primarily a function of development distant from South Natomas community boundaries. The intersection widening project was not seen to be feasible unless the rest of West El Camino Avenue was also to be widened as a part of this project.

Respectfully submitted,

*Geoffrey McLennan (mbr)*

GEOFFREY MCLENNAN

Chair

South Natomas Capital Improvement  
Fund Advisory Committee

APPROVED FOR COMMITTEE TRANSMITTAL:

*Solon Wisham, Jr.*  
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SOLON WISHAM, JR.  
Assistant City Manager



## CITY OF SACRAMENTO

## DEPARTMENT OF PUBLIC WORKS

ENGINEERING DIVISION

THOMAS M. FINLEY  
Engineering Division Manager

March 22, 1985

Transportation and Development Committee/  
Budget and Finance Committee  
Sacramento, California

Honorable Members In Session:

SUBJECT: SNCIF 1985 to 1990 CIP

SUMMARY

At the March 19, 1985 meeting of the joint committee the South Natomas Community Improvement Fund Advisory Committee made its recommendations for use of the SNCIF in the 1985-90 CIP. Some of their recommendations were in conflict with staff recommendations and the Committee requested a report back from staff with comments on the Committee's recommendations.

BACKGROUND

During the South Natomas Community Plan Amendments of 1982, Public Works made a determination of what reasonable future roadway and traffic improvements could be considered at the build out of the South Natomas area. These projects were identified to mitigate the anticipated traffic impacts of the proposed office parks of Natomas East Side, Gateway Center and Natomas Corporate Center. Later, during negotiations for exactions from the developers, a percent contribution by the proposed office parks at each one of the proposed improvements was made to aid in the determination of the exaction amount. Since that time it has been the Public Works Department's position that funds from the South Natomas Community Improvement Fund which are to be used for traffic mitigation should be used for those items that will mitigate the traffic impacts of the office development. Most of these were also identified in the development agreements between the City and the various developers.

Staff has presented the proposed usage of the SNCIF for the 85-90 CIP to the South Natomas Community Improvement Fund Advisory Committee. In general, the Committee is concurring with the recommendations of staff. However, there are some modifications to the proposed funding allocations. Those modifications are discussed below.

Truxel Road Widening: The SNCIF Advisory Committee concurs with the staff recommendation for funding the widening of Truxel Road, however they are

recommending that the adjacent property owner reimburse the Fund for this improvement once the property develops. Public Works is agreeable to this type of arrangement if, in fact, it can be made. We are not aware of any type of vehicle which would allow us to recapture costs of a roadway improvement once that improvement is in.

Pebblewood/Brewerton/Truxel Signal: The SNCIF Advisory Committee requests that the proposed signal priority be reviewed annually with the first follow up report presented to the Committee in October of 1985. Staff concurs with the recommendation of the Committee. Traffic Engineering annually reviews and analyzes approximately 150 locations throughout the City for potential signalization. We will include this location in that review process. The complete report is not ready until December of each year. We can, however, provide a preliminary analysis of the location for the Committee's October Board Meeting.

Garden Highway/I-5 Signal: The Committee concurs with staff recommendations. However, it suggests that the SNCIF contribution be limited to 50% of the installation of the traffic signals at the north and south ramps of I-5 and Garden Highway. This project is a joint City/State proposal and is currently identified in the State Transportation Improvement Program for Fiscal Year 1987-88. The cost of the project is estimated to be approximately \$333,000. The State will be funding \$283,000 of this amount with staff recommending the additional \$50,000 to be funded from the South Natomas Community Improvement Fund. This represents far less than a 50% contribution by the SNCIF.

The proposed CIP indicates expenditure in 1986-87. This should be shifted to 1987-88 to coincide with State funding.

San Juan Road Realignment: The project would provide a roadway connection from the proposed Rancho Coronado subdivision west to realign with existing San Juan Road. In addition, this project would provide for the signalization of the realigned San Juan Road with Northgate Blvd. \$350,000 is proposed from the major street construction fund to build the roadway portion of this project, while \$200,000 from the SNCIF is proposed to construct the traffic signal. The Committee suggests that the SNCIF contribution be limited to 50% of the proposed traffic signal at Northgate and San Juan and the other 50% be funded from other sources. The Committee also suggests that the estimate for the signal be reduced to \$150,000.

It is staff's position that this roadway realignment and signalization proposal is one project and would be constructed by one contractor. It would therefore be extremely difficult to limit the SNCIF to funding only the signal portion of this project. However, the SNCIF contribution of \$200,000 is the approximate signalization cost. Also, if the SNCIF were to reduce its contribution to one half of that estimate, then additional funds would be necessary and it would require taking those funds from

other projects budgeted for the 85-86 year. Staff concurs that the cost of the signalization may be reduced from \$200,000 to \$150,000, however, there are a number of uncertainties regarding the extent of the roadway geometrics needed for the project at this time and staff would recommend that the \$200,000 figure remain firm. If this estimate proved high, of course, the SNCIF funds would be used in other future projects in South Natomas.

Garden Highway Alignment Study/Arden Garden Connector: The Committee concurs with staff's recommendations and recommends that ongoing support be reexamined annually. Staff concurs with this position.

West El Camino Bridge Widening at the Natomas Drain Canal: The Committee opposes the use of SNCIF monies for this project. It is felt by the Committee that this bridge project is not community related since it is primarily a function of development distant from the South Natomas Community boundaries.

It is staff's position that this is one of the more appropriate uses of the SNCIF since that fund is derived from developer contributions to pay for impacts from the office park developments. The widening of the bridge is adjacent to the office parks and is necessary because of the developments of these parks.

Northgate and West El Camino Intersection Widening: The Committee opposes this proposal. They view the intersection widening project as not being feasible unless the rest of W. El Camino Avenue is also widened as part of this project.

Throughout the studies of the South Natomas area, two primary intersections have been identified as being the most severely impacted. Those are the intersections of W. El Camino Avenue and Northgate Blvd. and the Garden Highway and Northgate Blvd. Significant roadway modifications will be necessary at both of those locations in the future. Due to existing developments, acquisition of property will be extremely expensive. While staff concurs that it would be desirable to widen W. El Camino for its full length, as part of this project, such a project may be outside of the scope of the five year CIP at this time. It is important to identify such a project as the El Camino and Northgate intersection widening for future years and to establish funds to mitigate the intense traffic situation.

#### RECOMMENDATION

This report is provided for the Committee's information.

#### FINANCIAL DATA

None.



# CITY OF SACRAMENTO

## DEPARTMENT OF PUBLIC WORKS

### ENGINEERING

Administration, Rm. 300	(916) 449-5307
Architecture, Rm. 302	(916) 449-5307
Civil Engineering, Rm. 207	(916) 449-5281
Construction, Rm. 207	(916) 449-5281
Electrical Engineering, Rm. 304	(916) 449-5287
Real Estate, Rm. 300	(916) 449-5307
Traffic Engineering, Rm. 300	(916) 449-5307

### SOUTH NATOMAS CAPITAL IMPROVEMENT FUND

\*1) Arden-Garden Connection \$ 725,000

This amount represent 1/2 the local  
F.A.U. Project

\*2) Truxel Widening 145,000

\*3) San Juan Realignment & Signal 200,000

This represents 33% of the total City  
contribution of the project. The  
majority of the realignment will be  
done by adjacent development

\*4) Miscellaneous Signals 600,000

- \*a. West El Camino & Gateway Oaks
- \*b. Garden Highway & Gateway oaks
- \*c. I-5 and Garden Highway
- d. Truxel and Garden Highway
- e. Truxel and San Juan
- f. N.B. I-5 off-ramp and West El Camino
- g. Azevedo and San Juan
- h. West El Camino and Orchard

5) Widen Garden Highway 1,600,000

6) All Weather Northgate 1,800,000

7) Garden Highway and I-5 Interchange 900,000

RECOMMENDATION

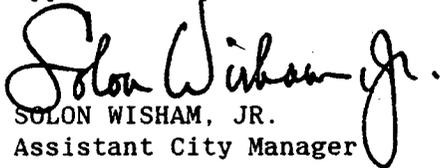
This report is provided for the Committee's information.

Respectfully submitted,



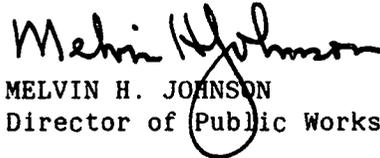
THOMAS M. FINLEY  
Engineering Division Manager

Approved for committee information:



SOLON WISHAM, JR.  
Assistant City Manager

Approved:



MELVIN H. JOHNSON  
Director of Public Works

JHB:eh  
JB116Reh

April 2, 1985  
District No. 1

8) Miscellaneous Widening 1,000,000

Includes West El Camino and Main  
Drain Canal Bridge

\*9) Improve Northgate and West El Camino 500,000

Total \$7,470,000

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\* In current CIP

NOTE: Items 4, 5 and 6 represent 50% of total costs. also \$15,000 in  
current CIP for alignment study for Garden Highway Alignment.

CITY OF SACRAMENTO  
TRAFFIC SIGNAL PRIORITY LIST

RANK ORDER

DECEMBER  
1984

LOCATION

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RANK      POINTS

1	261	FOLSOM BL	HORNET DR
2	250	MARYSVILLE/DEL PASO BL	DEL PASO /ALAMOS
3	242	EL CAMINO AVE	VAN NESS
4	229	ARDEN WAY	EVERGREEN
5	226	RIO LINDA BL	SOUTH AVE
6	208	ETHAN WAY	CAL EXPO/HURLEY
7	205	ELK GROVE/FLORIN	FRUITRIDGE RD
8	202	FLORIN RD	HAVENSIDE DR
9	201	DEL PASO BL	EVERGREEN/LAMPASAS
10	193	CENTER PARKWAY	VALLEY HI DR
11	187	LAND PARK DR	14TH AVE
12	187	STOCKTON BL	8TH AVE
13	174	LEMMON HILL AVE	POWER INN RD
14	172	SOUTH LAND PARK DR	35TH AVE
15	171	CENTER PARKWAY	TANGERINE AVE
16	170	NORWOOD AVE	1880 SOUTH
17	168	RIZA AVE	STOCKTON BL
18	165	ELDER CREEK RD	RING/RANCHO ADOBE
19	164	24TH ST	IRVIN/26TH AVE
20	162	BELL AVE	MARYSVILLE BL
21	157	HERITAGE LN	RESPONSE RD
22	157	MUNROE ST	LATHAM DR
23	156	ELDER CREEK RD	SUNRISE SOUTH DR
24	153	H ST	47TH ST
25	152	MEADOWVIEW RD	29TH ST
26	152	MARYSVILLE BL	DRY CREEK RD
27	150	MEADOWVIEW RD	21ST ST
28	150	NORWOOD AVE	1880 NORTH
29	148	MATSON/69TH AVE	24TH ST
30	146	2ND AVE	24TH ST
31	145	ELVAS AVE	F ST
32	143	FRANKLIN BL	26TH AVE
33	142	CUCAMONGA AVE	POWER INN RD
34	140	CAPITAL AVE	17TH ST
35	139	GLORIA DR	HAVENSIDE
36	132	MARYSVILLE BL	NORTH AVE
37	130	CENTER PARKWAY	EHRHARDT AVE
38	129	FRANKLIN BL	VALLEY HI DR
39	127	NORWOOD AVE	LINDLEY DR
40	127	GLORIA DR	GREENHAVEN DR
41	125	EL CAMINO AVE	EVERGREEN ST
42	120	H ST	19TH ST
43	120	CHALLENGE WAY	RESPONSE RD
44	114	RIVERSIDE BL	LELANDHAVEN DR
45	111	GRAND AVE	DRY CREEK RD
46	111	21ST AVE	59TH ST
47	111	STOCKTON BL	2ED AVE
48	110	LAND PARK DR	11TH AVE
49	108	43RD AVE	13TH ST

CITY OF SACRAMENTO  
TRAFFIC SIGNAL PRIORITY LIST RANK ORDER

DECEMBER  
1984

LOCATION

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RANK	POINTS	LOCATION	
50	107	F ST	21ST ST
51	106	ELVAS AVE	56TH ST
52	105	P ST	28TH ST
53	105	14TH AVE	62ND ST
54	102	GRAND AVE	NORWOOD
55	102	FLORIN-PERKINS RD	ARMY EAST GATE 12
56	101	STOCKTON BL	SAN FRANCISCO BL