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DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

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TRAFFIC ENGINEERING SERVICES DIVISION

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APPROVED

July 3, 2002

JUL 23 2002

OFFICE OF THE
CITY CLERK

City Council
Sacramento, California

**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE I APPROVAL
FOR SOUTH LAND PARK TERRACE NEIGHBORHOOD**

LOCATION AND COUNCIL DISTRICT:

The South Land Park Terrace neighborhood is bound by Sutterville Road on the north, Del Rio Road on the east, Fruitridge Road on the south, and Euclid Avenue on the west. Council District 4 (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 South Land Park Terrace and fund transfer of \$9,000 from the Neighborhood Traffic Management Program (PN:TS31) to the South Land Park Terrace NTMP (PN:TS64).

CONTACT PERSON: Karen Shipley, Program Specialist, 264-8365

FOR COUNCIL MEETING OF: July 23, 2002

SUMMARY:

The South Land Park Terrace neighborhood has been a participant in the NTMP since the kick-off community meeting held in February 2001. The goals of the neighborhood are to reduce speeding to within 5 miles per hour of the posted speed limit. 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, bulb outs, entry island with neighborhood sign, striping, stop signs with legends, warning sign, speed limit legends, Botts dots and crosswalks. 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. South Land Park Terrace was the third neighborhood selected for Council District 4 in that lottery. The kickoff meeting for the neighborhood was in February 2001. 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 installation of speed humps, bulb outs, entry island with neighborhood sign, striping, stop signs with legends, warning sign, speed limit legends, bolts dots and crosswalks on neighborhood streets. The Phase I plan, including proposed devices and cost estimates, is shown on Exhibit A to the resolution. The actual location for placement of the speed humps, bulb outs and entry islands 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, 52% (or 264) were returned with valid votes cast. Of those, 64% (or 169) were in favor of Phase I measures and 36% (or 94) 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 South Land Park Terrace is \$33,965 as shown on exhibit A to the resolution.

The current project budget for South Land Park Terrace NTMP (PN:TS64) is \$25,000. The approval of the additional funding from the Neighborhood Traffic Management Program (PN:TS31) will increase the total budget to \$34,000 which is sufficient to construct the traffic calming improvements.

ENVIRONMENTAL CONSIDERATIONS:

The Planning and Building Department, Environmental Planning Services has reviewed the South Land Park Terrace 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,



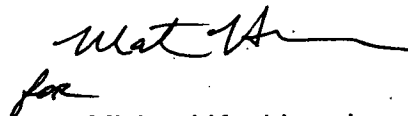
Martin W. Hanneman
City Traffic Engineer

RECOMMENDATION APPROVED:



ROBERT P. THOMAS
City Manager

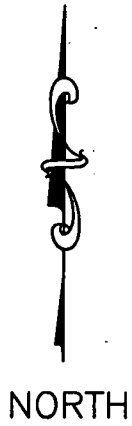
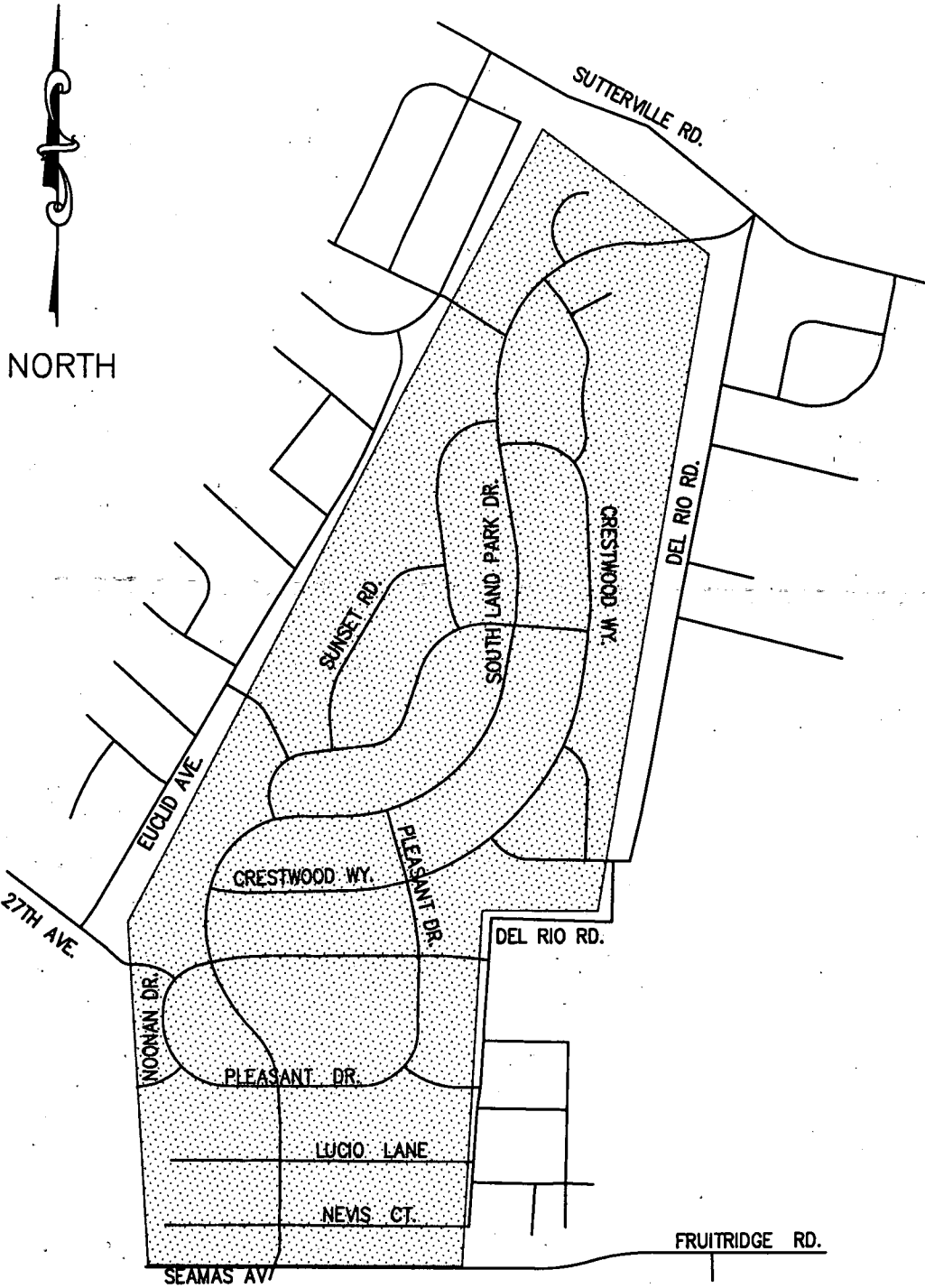
Approved by:



Michael Kashiwagi
Director of Public Works

SOUTH LAND PARK TERRACE NTMP NEIGHBORHOOD

ATTACHMENT A



APPROVED

JUL 23 2002

OFFICE OF THE
CITY CLERK

RESOLUTION NO. 2002-491

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**RESOLUTION APPROVING PHASE I TRAFFIC CALMING MEASURES FOR
SOUTH LAND PARK TERRACE 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 South Land Park Terrace neighborhood. The project budget is shown on Exhibit A.
- 2) The FY2002/2003 Capital Improvement Program budget is amended by transferring \$9,000 from the Neighborhood Traffic Management Program (PN:TS31) to the South Land Park Terrace NTMP (PNTS64) and adjust the budgets as follows:

FUND	AGENCY	ORGAN.	OBJECT	CURRENT BUDGET	REVISED BUDGET	INCREASE (DECREASE)	ACCOUNTING REFERENCE
201	500	TS31	4820	\$158,299	\$149,299	(\$9,000)	A
201	500	TS64	4820	\$25,000	\$34,000	\$9,000	A
			EB TOTAL	\$183,299	\$183,299	\$ 0	

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

**SOUTH LAND PARK TERRACE PHASE I MEASURES
AND ESTIMATED BUDGET**

Quantity	Device/Location	Total Cost
4	Speed humps Nevis Court and Lucio Lane	\$ 3,000
2	Strip parking lanes east and west side of South Land Park	\$ 6,000
2	Entry Island and Neighborhood Identification Sign South Land Park Drive	\$ 5,200
4	Bulb outs South Land Park Drive	\$12,000
8	Stop sign + legend South Land Park Drive at Noonan Drive Crestwood Drive at Pleasant Drive Noonan Drive at Pleasant Drive Hillsboro Lane at Crestwood Drive Hillsboro Lane at Normandy Lane	\$1,600
1	Warning sign South Land Park Drive	\$150
1	Locations of Botts dots and raised reflective pavement Nevis Court, Noonan Drive and 27 th Avenue	\$450
5	Speed limit legends Installed on: South Land Park Drive (2), Noonan Drive (1), and Ridgeway Drive (2)	\$250
5	Crosswalks South Land Park Drive	\$500
		<u>\$29,150</u>
	Consultant for Transportation Review	\$1,900
	Contingency at 10%	<u>\$2,915</u>
	TOTAL ESTIMATED COST:	\$33,965