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DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

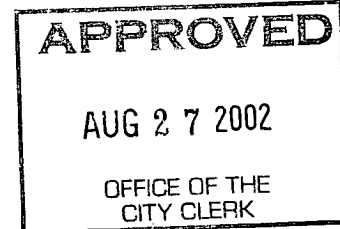
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TRAFFIC ENGINEERING SERVICES DIVISION

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August 9, 2002

City Council
Sacramento, California



**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE I APPROVAL
FOR RICHARDSON VILLAGE NEIGHBORHOOD**

LOCATION AND COUNCIL DISTRICT:

The Richardson Village neighborhood is bound by Arcade Boulevard on the north, Altos Avenue on the east, Norwood Avenue on the west and Las Palmas Avenue on the south. Council District 2 (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 Richardson Village Neighborhood.

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

FOR COUNCIL MEETING OF: August 27, 2002

SUMMARY:

The Richardson Village 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 improve pedestrian safety, decrease the volume of cut-through traffic and reduce speeding throughout the neighborhood. 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, speed limit legends, Botts dots 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. Richardson Village is the fifth neighborhood to participate in Council District 8. 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, speed limit legends, Botts dots 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, and lumps 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, 25.6% (or 99) were returned with valid votes cast. Of those, 94% (or 93) were in favor of Phase I measures and 6% (or 6) 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 Richardson Village is \$18,525 as shown on exhibit A to the resolution. There is sufficient funds in the Richardson Village project CIP TS72 to construct the traffic calming improvements.

ENVIRONMENTAL CONSIDERATIONS:

The Planning and Building Department, Environmental Planning Services has reviewed the Richardson Village 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:

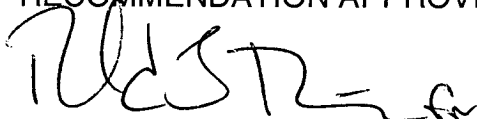
Any goods and services will be procured in accordance with established City policy.

Respectfully submitted,



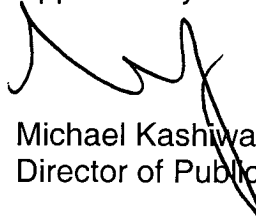
Martin W. Hanneman
City Traffic Engineer

RECOMMENDATION APPROVED:



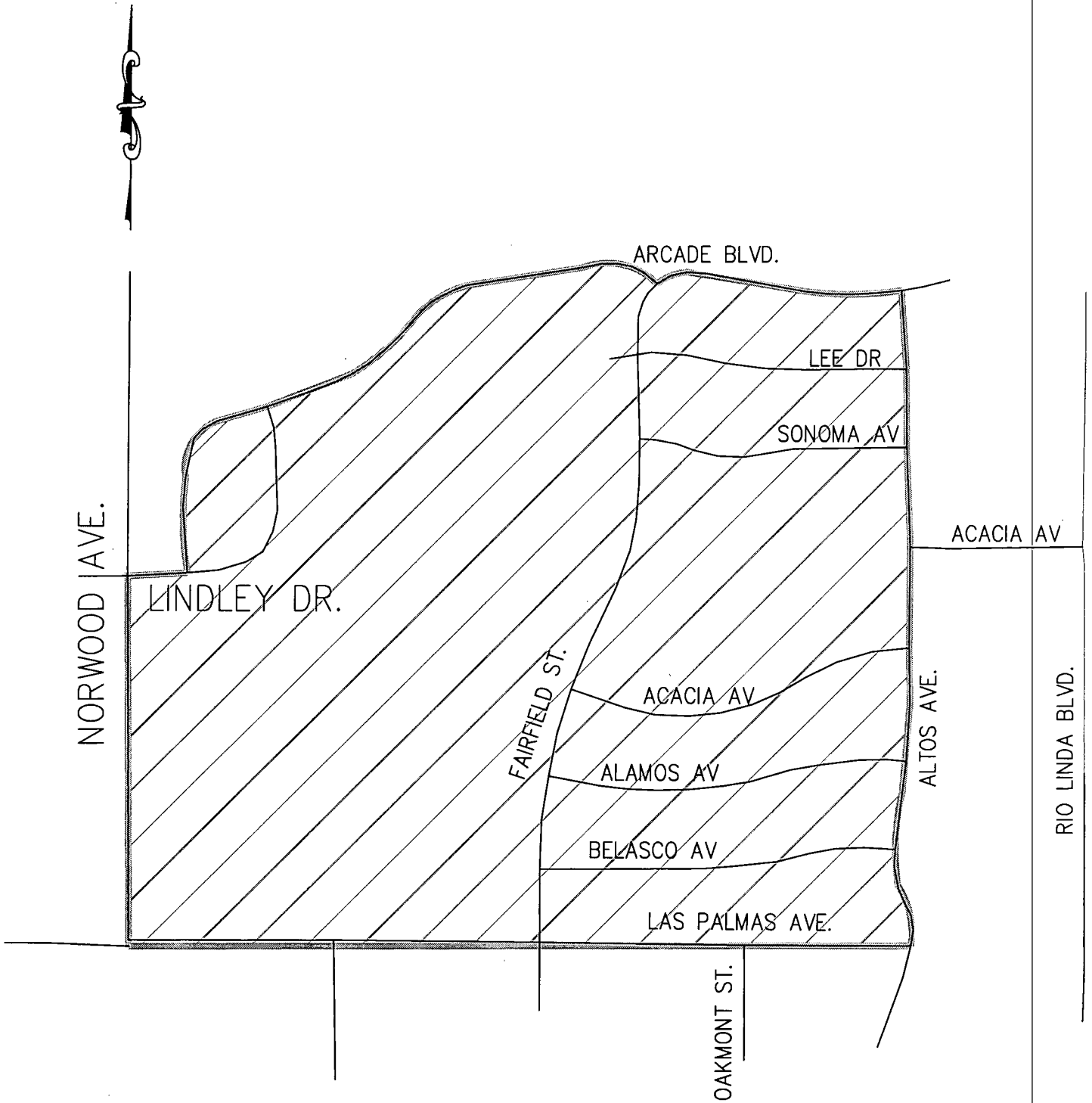
ROBERT P. THOMAS
City Manager

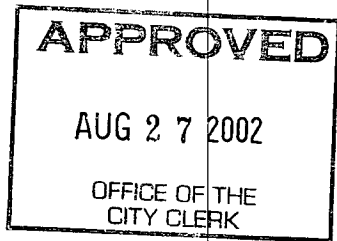
Approved by:



Michael Kashiwagi
Director of Public Works

RICHARDSON VILLAGE NTMP NEIGHBORHOOD





RESOLUTION NO. 2002-555

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

RESOLUTION APPROVING PHASE I TRAFFIC CALMING MEASURES FOR RICHARDSON VILLAGE NEIGHBORHOOD

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

The Neighborhood Traffic Management Program Phase I traffic calming plan is hereby approved for the Richardson Village neighborhood. The project budget is shown on Exhibit A.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

**RICHARDSON VILLAGE PHASE I MEASURES
AND ESTIMATED BUDGET**

| Quantity | Device/Location | Total Cost |
|----------|--|-----------------|
| 10 | Speed hump installed between Fairfield St. & Altos Av. on: Sonoma Avenue (2) Belasco Avenue (3) Las Palmas Avenue (3) Altos Avenue (2) | \$ 14,000 |
| 2 | Locations of Botts dots and raised reflective pavement markers on curves of Arcade Boulevard | 600 |
| 7 | Speed limit legends Installed on: Arcade Boulevard off of Lindley Way Lee Drive – both ends Acacia Avenue – both ends Alamos Avenue – both ends | 525 |
| 3 | Neighborhood Signs Installed on: Lindley Way east of Norwood Avenue Arcade Boulevard west of Rio Linda Boulevard Acacia Avenue west of Rio Linda Boulevard | 600 |
| | | \$15,725 |
| | Consultant for Transportation Review | 2,000 |
| | Contingency at 5% | <u>800</u> |
| | TOTAL ESTIMATED COST: | \$18,525 |