



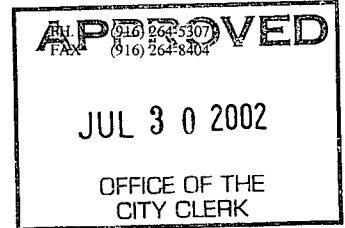
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DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

1000 I STREET, STE. 170
SACRAMENTO, CA
95814-2816

TRAFFIC ENGINEERING SERVICES DIVISION



July 3, 2002

City Council
Sacramento, California

**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE I APPROVAL
FOR OLIVE ORCHARD ESTATES NEIGHBORHOOD**

LOCATION AND COUNCIL DISTRICT:

The Olive Orchard Estates neighborhood is bound by Tangerine Avenue on the north and west, Center Parkway on the east and the Elder Creek canal on the south. Council District 8 (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 Olive Orchard Estates and fund transfer of \$2,000 from the Neighborhood Traffic Management Program (PN:TS31) to the Olive Orchard Estates NTMP (PN: TS78).

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

FOR COUNCIL MEETING OF: July 30, 2002

SUMMARY:

The Olive Orchard Estates neighborhood has been a participant in the NTMP since the kick-off community meeting held in November 2001. The goals of the neighborhood are to reduce speeding in the neighborhood for closer compliance with 25 mph speed limit and specifically lower speeds on Scarborough Way and Tangerine Avenue to under 30 mph. 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 lumps, a traffic circle, 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. Olive Orchard Estates is the fifth neighborhood to participate in Council District 8. The kickoff meeting for the neighborhood was in November 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 lumps, a traffic circle, speed limit legends, Botts dots and crosswalks 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, 36% (or 108) were returned with valid votes cast. Of those, 84% (or 91) were in favor of Phase I measures and 16% (or 17) 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 Olive Orchard Estates is \$37,957 as shown on exhibit A to the resolution.

The current project budget for Olive Orchard Estates 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 in CIP TS78 to \$27,000. This amount along with \$2,000 from CIP TS40 for the transportation review, and \$9,000 from CIP SH89 for the speed lumps on Tangerine Avenue will be sufficient to construct the traffic calming improvements.

ENVIRONMENTAL CONSIDERATIONS:

The Planning and Building Department, Environmental Planning Services has reviewed the Olive Orchard Estates 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:

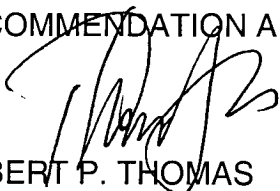
Any goods and services will be procured in accordance with established City policy.

Respectfully submitted,



Martin W. Hanneman
City Traffic Engineer

RECOMMENDATION APPROVED:



ROBERT P. THOMAS
City Manager

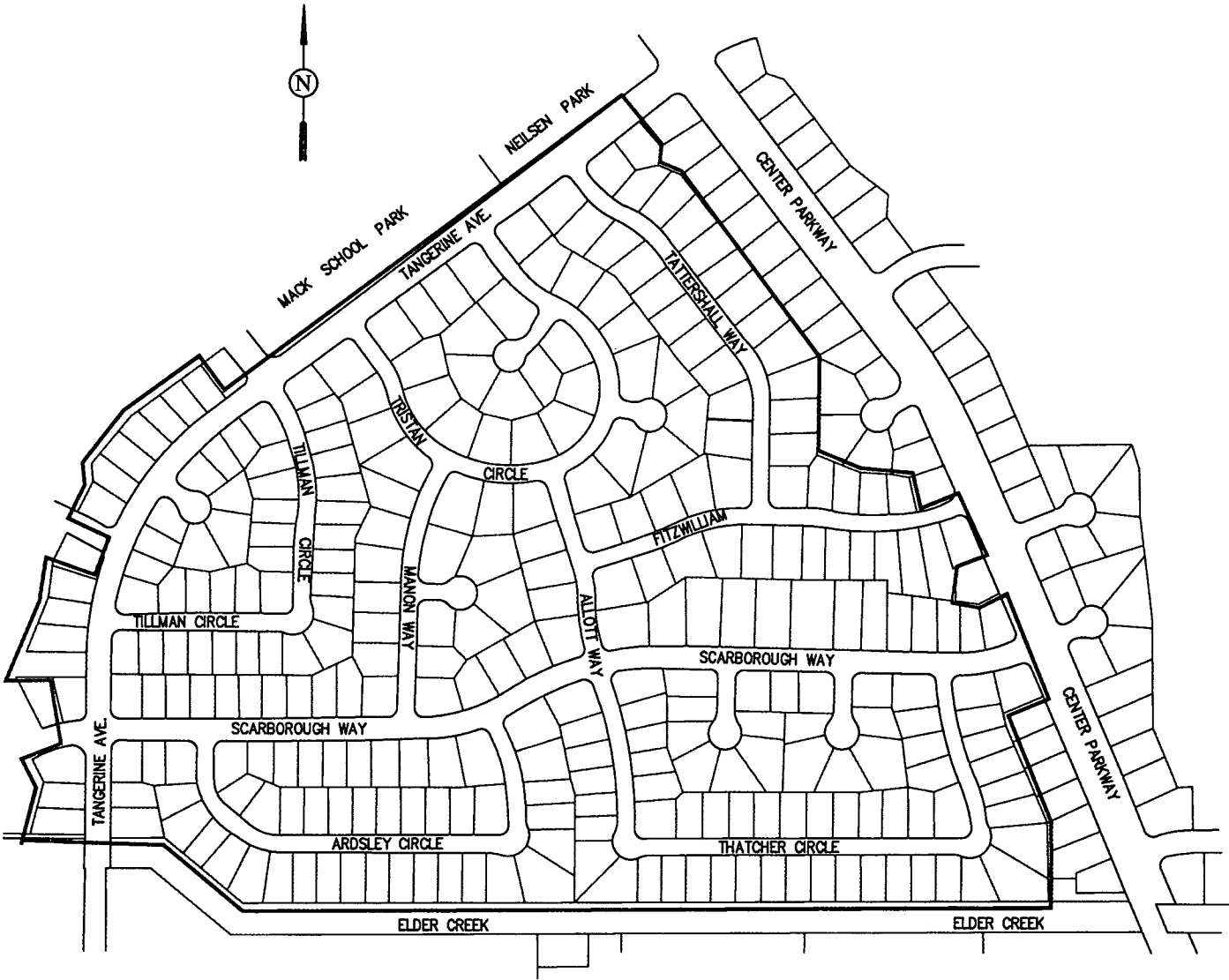
Approved by:



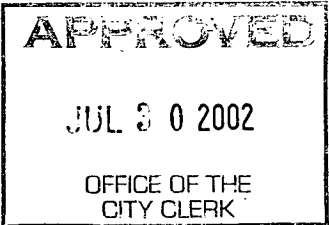
Michael Kashiwagi
Director of Public Works

OLIVE ORCHARD ESTATES NTMP BOUNDARY

ATTACHMENT A



Item 2.4



RESOLUTION NO. 2002-501

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF JUL 30 2002

RESOLUTION APPROVING PHASE I TRAFFIC CALMING MEASURES FOR OLIVE ORCHARD ESTATES 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 Olive Orchard Estates neighborhood. The project budget is shown on Exhibit A.
- 2) The FY2002/2003 Capital Improvement Program budget is amended by transferring \$2,000 from the Neighborhood Traffic Management Program (PN:TS31) to the Olive Orchard Estates NTMP (PNTS78) and adjust the budgets as follows:

FUND	AGENCY	ORGAN.	OBJECT	CURRENT BUDGET	REVISED BUDGET	INCREASE (DECREASE)	ACCOUNTING REFERENCE
201	500	TS31	4820	\$145,299	\$143,299	(\$2,000)	A
201	500	TS78	4820	\$25,000	\$27,000	\$2,000	A
			EB TOTAL	\$170,299	\$170,299	\$ 0	

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: 2002-501

DATE ADOPTED: JUL 30 2002

**OLIVE ORCHARD ESTATES PHASE I MEASURES
AND ESTIMATED BUDGET**

<u>Quantity</u>	<u>Device/Location</u>	<u>Total Cost</u>
1	Speed hump on Tristan Circle	\$ 1,300
6	Speed lumps Install 2 on Tangerine Avenue Install 4 on Scarborough Way	9,000
2	Locations of Botts dots and raised reflective pavement markers on curves of Thatcher Circle	600
3	Speed limit legends Installed on: Fitzwilliam Way off Center Parkway Scarborough Way off Center Parkway Tangerine Avenue off of Mack Road	225
2	Crosswalks Installed on: Manon Way at Tristan Circle Allott Way at Tristan Circle	120
1	Traffic Circle in the intersection of Scarborough Way and Allott Way (includes temporary and permanent design, including an electrolier)	23,000
		<hr/>
		\$34,245
Consultant for Transportation Review		2,000
Contingency at 5%		<u>1,712</u>
TOTAL ESTIMATED COST:		\$37,957

FUNDING SOURCES:

NTMP CIP TS78	\$26,957
Design/Review CIP TS40	2,000
Speed Hump CIP SH89	<u>9,000</u>
TOTAL	\$37,957

RESOLUTION NO. 2002-501

JUL 30 2002