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DEPARTMENT OF
PUBLIC WORKS

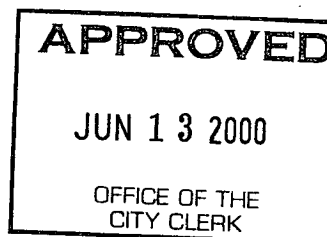
CITY OF SACRAMENTO
CALIFORNIA

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SACRAMENTO, CA
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TECHNICAL SERVICES
DIVISION

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6 June, 2000



City Council
Sacramento, CA

Honorable Members in Session:

SUBJECT: REPORT BACK ON TRAFFIC CALMING DEVICES CIP PROJECT

LOCATION/COUNCIL DISTRICT:

Citywide

RECOMMENDATION:

This report recommends that City Council adopt the attached resolution to establish a Capital Improvement Program (CIP) project for funding of traffic calming devices in the amount of \$25,000.

CONTACT PERSON:

Nicole Olate, Transportation Analyst, 264-8242
Marty Hanneman, City Traffic Engineer, 264-7508

FOR COUNCIL MEETING OF: June 13, 2000

SUMMARY:

On May 2, 2000, staff presented the proposed FY 2000/05 Transportation CIP for City Council consideration. Council asked staff to report back on the development of a traffic calming device CIP.

This report recommends that a Capitol Improvement Program (CIP) project be established to fund traffic calming devices for neighborhoods that have a street which would benefit from a traffic calming device at a single location and do not have a need for traffic calming throughout the neighborhood.

COMMITTEE/COMMISSION ACTION:

None.

BACKGROUND INFORMATION:

In 1995, City Council established the Neighborhood Traffic Management Program (NTMP) to address traffic concerns in residential neighborhoods. The program works with neighborhood residents to develop a traffic calming plan for the entire neighborhood. The process takes between 12 to 24 months to complete depending on traffic issues, resident involvement, and complexity of the traffic calming plan developed.

Some neighborhoods do not have a need for traffic calming throughout the neighborhood, but would benefit from a traffic calming device at a neighborhood entrance, intersection, or main neighborhood street. The traffic concerns could be addressed with a traffic calming device at a single location. The CIP proposed in this report would provide the funding for traffic calming devices such as a traffic circle or pedestrian islands at a single location. Neighborhoods that have traffic concerns with regard to a single location could be addressed with funding from the proposed CIP rather than apply for the NTMP program and be placed on a waiting list that could take three to five years for implementation. This would provide staff with more flexibility in addressing neighborhood traffic issues.

The cost of traffic calming devices can vary. The estimated cost of some devices is as follows:

<u>Device</u>	<u>Estimated Cost</u>
Speed hump	\$1,500
Bulbout or choker	\$2,000 - \$3,000
Pedestrian Island	\$2,000 - \$3,000
Traffic circle	\$5,000 - \$10,000

Traffic Calming Device CIP Process

It is proposed that the following process for use of CIP funds be established.

1. A neighborhood requesting traffic calming at a single location shall submit a written request explaining the current situation and traffic concerns to the City Traffic Engineer as well as a petition signed by residents/businesses within the affected area, showing support for a traffic calming device at a particular location.
2. The City Traffic Engineer shall determine whether or not traffic calming at a single location would have the potential of addressing the resident's traffic concerns.
3. Based on the type of traffic calming device proposed, the City Traffic Engineer will determine whether or not a voting process or community meeting would be necessary and the extent and conditions of a vote.
4. The cost of traffic calming devices at a single location shall not exceed \$5,000.
5. Priority of neighborhood will be established based on safety issues and community support.

No diversionary traffic calming devices will be considered.

City Council
Report Back Traffic Calming Devices
May 23, 2000

FINANCIAL CONSIDERATIONS:

The Capitol Improvement Program allocates approximately \$220,000 each fiscal year towards the Neighborhood Traffic Management Program. In FY00/01 Transportation Capitol Improvement Program additional dollars were not allocated to the Neighborhood Traffic Management Program because there was money available within the existing CIP to support the FY00/01 requirements.

There is also money available to transfer \$25,000 from the Neighborhood Traffic Management Program to support the Traffic Calming Devices Project requirements. Upon adoption of the attached resolution a sub-CIP will be created for the Traffic Calming Device project.

ENVIRONMENTAL CONSIDERATIONS:

None. Per California Environmental Quality Act (CEQA) guidelines, no project is being proposed.

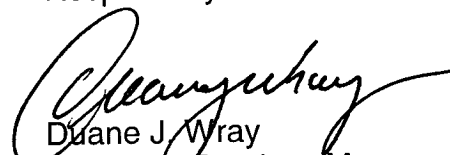
POLICY CONSIDERATIONS:

The establishment of the proposed CIP meets the Council's priorities of Neighborhood Revitalization and Enhancement and Public Safety.

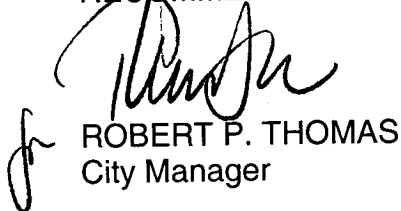
ESBD CONSIDERATIONS:

City Council adoption of the attached resolution is not affected by City policy related to the ESBD Program.

Respectfully submitted:


Duane J. Wray
Technical Services Manager

RECOMMENDATION APPROVED:


ROBERT P. THOMAS
City Manager

Approved:


Michael Kashiwagi
Director of Public Works

DW:NO:eaj
s/ts/f&p/cip/00-2005/report back traffic calming CIP

RESOLUTION NO. 2000-330

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**RESOLUTION APPROVING APPROPRIATIONS FOR THE
TRAFFIC CALMING DEVICES SUB-CIP PROJECT**

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

1. The 1999/00 Capitol Improvement Program Resolution 99-349 is hereby amended by transferring \$25,000 from the Neighborhood Traffic Management Program (201-500-TS31-4820) to the Traffic Calming Devices sub-CIP project (201-500-TS54-4820)
2. That the process to use the CIP funds is as follows.
 - A neighborhood requesting traffic calming at a single location shall submit a written request explaining the current situation and traffic concerns to the City Traffic Engineer as well as a petition signed by residents/businesses within the affected area, showing support for a traffic calming device at a particular location.
 - The City Traffic Engineer shall determine whether or not traffic calming at a single location would have the potential of addressing the resident's traffic concerns.
 - Based on the type of traffic calming device proposed, the City Traffic Engineer will determine whether or not a voting process or community meeting would be necessary and the extent and conditions of a vote.
 - The cost of traffic calming devices at a single location shall not exceed \$5,000.
 - Priority of neighborhood will be established based on safety issues and community support.
 - No diversionary traffic calming devices will be considered.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____