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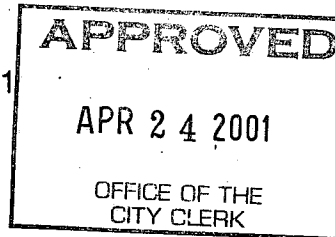
**DEPARTMENT OF  
PUBLIC WORKS**

TRAFFIC ENGINEERING  
DIVISION

City Council  
Sacramento, California

**CITY OF SACRAMENTO**  
CALIFORNIA

April 9, 2001



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**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE I  
APPROVAL FOR SOUTH OF VALLEY HI PARK NEIGHBORHOOD**

**LOCATION AND COUNCIL DISTRICT:**

The South of Valley Hi Park neighborhood is bound by Valley Hi Park/Grandstaff Drive on the north, Union House Creek on the east and south and Center Parkway on the west in Council Districts 7 and 8 (see Attachment A map).

**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 of Valley Hi Park.

**CONTACT PERSON:** Karen Shipley, NTMP Manager, 264-8365

**FOR COUNCIL MEETING OF:** April 24, 2001

**SUMMARY:**

The South of Valley Hi Park neighborhood has been a participant in the NTMP since the kick-off community meeting held in April 2000. The goals of the neighborhood are to reduce speeding to below 30 miles per hour on certain streets within the area. 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, stop signs, bots 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 of Valley Hi Park was the third neighborhood selected for Council District 7 in that lottery. The kickoff meeting for the neighborhood was in April 2000. 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 speed humps, Botts dots, crosswalks, parking striping and stop signs on neighborhood streets. The Phase I plan, including proposed devices and cost estimates, is shown on Attachment B. The actual location for placement of the speed humps 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, 35% (or 138) were returned with valid votes cast. Of those, 91% (or 125) were in favor of Phase I measures and 9% (or 13) 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 of Valley Hi Park is \$13,175 as shown on Attachment B. Capital Improvement Project (CIP) TS57 (South of Valley Hi Park NTMP) has sufficient funds to complete this project.

**ENVIRONMENTAL CONSIDERATIONS:**

The project has been determined to be exempt from the requirements of the California Environmental Quality Act (CEQA), under Section 15301(c). The project involves the operation and minor alteration of existing public streets involving no expansion of use from that existing. The project includes construction and implementation of traffic control devices within existing rights-of-way and will not result in substantial diversion of traffic flows or generation of new traffic.

**POLICY CONSIDERATIONS:**

This program meets the Council's priorities of Neighborhood Revitalization and Enhancement and Public Safety.

**EMERGING AND SMALL BUSINESS DEVELOPMENT CONSIDERATIONS:**

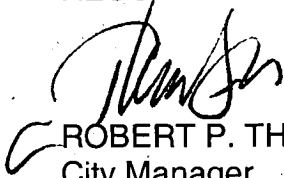
Any goods and services will be procured in accordance with established City policy.

Respectfully submitted,



Martin W. Hanneman  
City Traffic Engineer

**RECOMMENDATION APPROVED:**



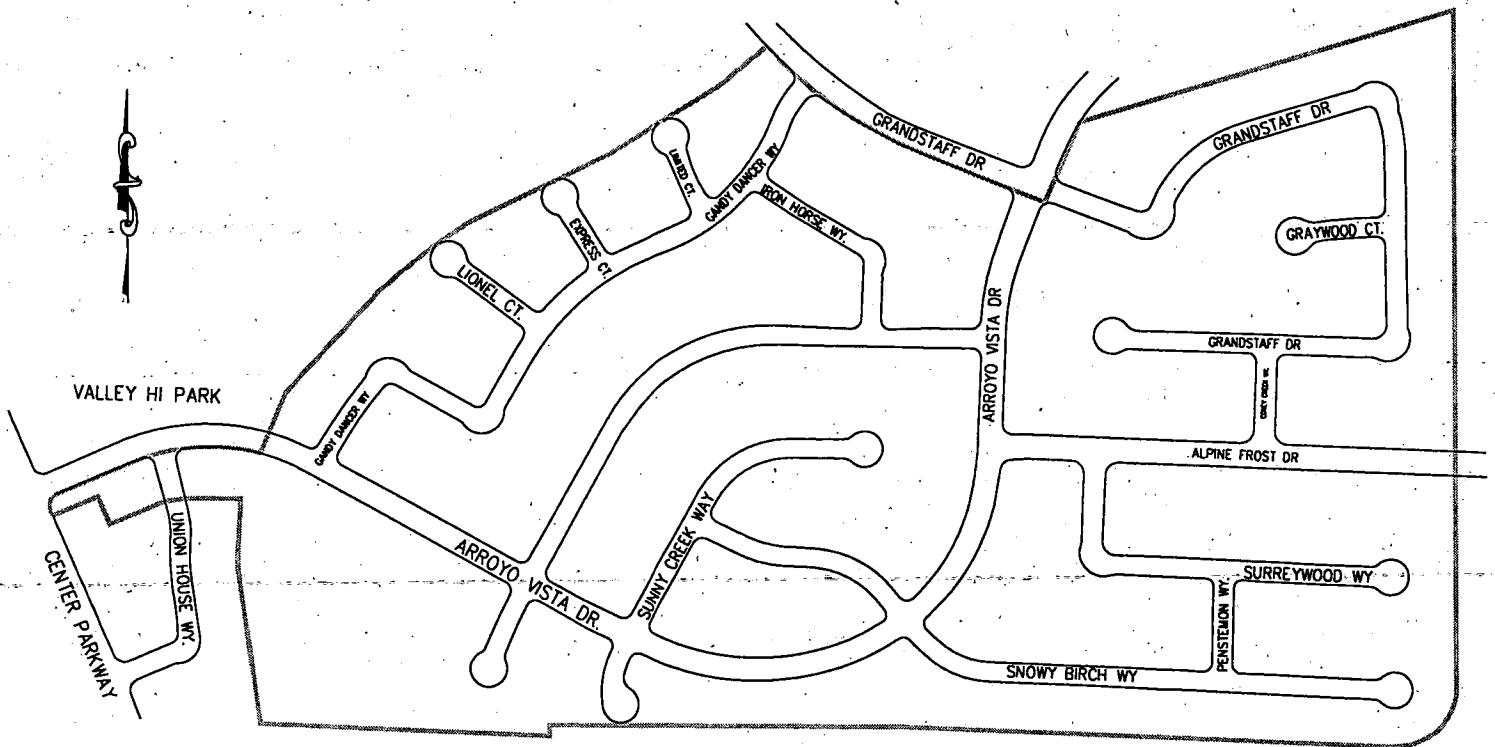
ROBERT P. THOMAS  
City Manager

Approved by:



Michael Kashiwagi  
Director of Public Works

# SOUTH OF VALLEY HI NEIGHBORHOOD



**SOUTH OF VALLEY HI PARK PHASE I MEASURES  
AND ESTIMATED BUDGET**

<u>Quantity</u>	<u>Device/Location</u>	<u>Total Cost</u>
4	Speed humps on Alpine Frost Drive	\$ 6,000
11	Stop signs Installed on: Grandstaff Drive at Arroyo Vista Dr., on Narrowguage Way at Arroyo Vista Dr. (both ends), at the intersection of Arroyo Vista Dr. and Snowy Birch Way, Surreywood Way at Alpine Frost Drive and Covey Creek Way at Alpine Frost Dr.	2,200
7	Locations of Botts dots and raised reflective pavement markers on curves of Gandy Dancer Way, Iron Horse Way, Grandstaff Drive and Surreywood Drive	1,400
2	Speed limit signs and legends Installed on: Arroyo Vista Drive off of Center Parkway Alpine Frose Drive off of Bruceville Road	400
4	Crosswalks Installed on: Grandstaff Drive at Arroyo Vista Drive (3) Arroyo Vista Drive at Gandy Dancer Way (1)	600
3	Not a through street signs Installed on: Limited Court, Lionel Court and the end of Grandstaff Drive	600
3	Parking striping at end of courts to indicate parallel parking on: Limited Court, Express Court and Lionel Court	300
		\$11,500
	Consultant for Transportation Review	1,100
	Contingency at 5%	<u>575</u>
	<b>TOTAL ESTIMATED COST:</b>	<b>\$13,175</b>

**APPROVED**  
APR 24 2001  
OFFICE OF THE  
CITY CLERK

**RESOLUTION NO. 2001-227**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**RESOLUTION APPROVING PHASE I TRAFFIC CALMING MEASURES FOR  
SOUTH OF VALLEY HI PARK NEIGHBORHOOD**

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

The Neighborhood Traffic Management Program Phase I traffic calming plan is hereby approved for the South of Valley Hi Park neighborhood.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

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**FOR CITY CLERK USE ONLY**

RESOLUTION NO. \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_