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DEPARTMENT OF  
PUBLIC WORKS

TRAFFIC ENGINEERING  
SERVICES

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July 6, 1999

City Council  
Sacramento, California

**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE II  
APPROVAL FOR COLONIAL VILLAGE NEIGHBORHOOD**

**LOCATION AND COUNCIL DISTRICT:**

The Colonial Village neighborhood is bound by 21<sup>st</sup> Avenue, Fruitridge Road, Power Inn Road and the Sacramento County Cemetery in Council District 6 (see Attachment A map).

**RECOMMENDATION:**

This report recommends that City Council adopt the attached resolution approving the Neighborhood Traffic Management Program (NTMP) Phase II traffic calming measures for Colonial Village.

**CONTACT PERSON:** Karen Shipley, Administrative Services Officer, 264-8365

**FOR COUNCIL MEETING OF:** July 20, 1999

**SUMMARY:**

The Colonial Village neighborhood has been a participant in the NTMP since 1997. The goal of the neighborhood was to reduce speeding to below 30 miles per hour on certain streets within the area. This goal was partially achieved with Phase I improvements (signage and raised pavement markers) which were installed in 1998. Resident responses to a survey conducted showed that the phase I traffic-calming measures helped to make the neighborhood safer; however, more restrictive measures are needed to further reduce traffic concerns. The Phase II

plan, developed by the Traffic Calming Committee (TCC), includes stop signs, traditional speed humps and modified speed humps. The plan was recently approved by a vote of the residents. This report gives details of the phase II 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. Colonial Village was the second neighborhood selected for Council District 6 in that lottery. The kickoff meeting for the neighborhood was in March 1977. 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.

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

- Traffic-calming devices have been designed, reviewed, investigated and installed as part of phase I for increased visibility and awareness.
- Phase I devices included: 8 stop signs and 2 locations of a combination of bots dots and raised pavement markers (on curved streets).

A resident survey conducted in 1998 revealed that the phase I measures helped to make the neighborhood safer. However, residents indicated that more restrictive devices were needed to further reduce their traffic concerns. Speed surveys conducted after phase I improvements were installed, indicated that traffic speeds were lowered; however, some streets were still experiencing traffic speeds at 30+ miles per hour. The TCC reviewed the survey results and comments received to develop a phase II plan.

### Phase II Improvements

The second phase of the traffic-calming plan involves placing more restrictive physical devices, such as speed humps, on neighborhood streets. The phase II 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. A new modified speed hump has been designed in cooperation with Regional Transit (RT) and the Fire Department. The modified speed humps will be placed on RT and emergency response routes (79<sup>th</sup> Street and 25 Avenue) on a trial basis. They are designed so that RT buses and fire trucks can straddle the hump. If the modified speed humps are successful in slowing traffic, they could be placed on other similar streets in the city.

### Ballot Results

The NTMP program requires residents to vote on phase II 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 1,162 ballots mailed to residents, 28.3% (or 326) were returned with votes cast. Of the valid ballots returned, 82% (or 261) were in favor of phase II measures and 18% (or 58) were opposed. Therefore, the minimum requirement for returned ballots was met and the majority of votes cast were in favor of the phase II 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. While \$25,000 will cover expenses in some smaller neighborhoods, it is not sufficient to cover the expense of a comprehensive plan in larger neighborhoods. The estimated cost of the phase II plan for Colonial Village is \$27,990 as shown on Attachment B.

Capital Improvement Project (CIP) #TS36 has already been established for projects in District 6. The current balance of TS36 is \$66,105. This would not only cover the cost for the Colonial Village project, but would also leave a balance for the next neighborhood in District 6, Tallac Village South. Additional funding for District 6 projects would not be needed until FY 2000/01.

### **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.

**ESBD CONSIDERATIONS:**

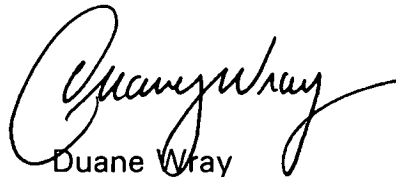
Any goods and services will be procured in accordance with established City policy.

Respectfully submitted,



Karen Shipley  
Administrative Services Officer

Approved by:



Duane Wray  
Manager, Technical Services

RECOMMENDATION APPROVED:



ROBERT P. THOMAS  
City Manager

Approved by:

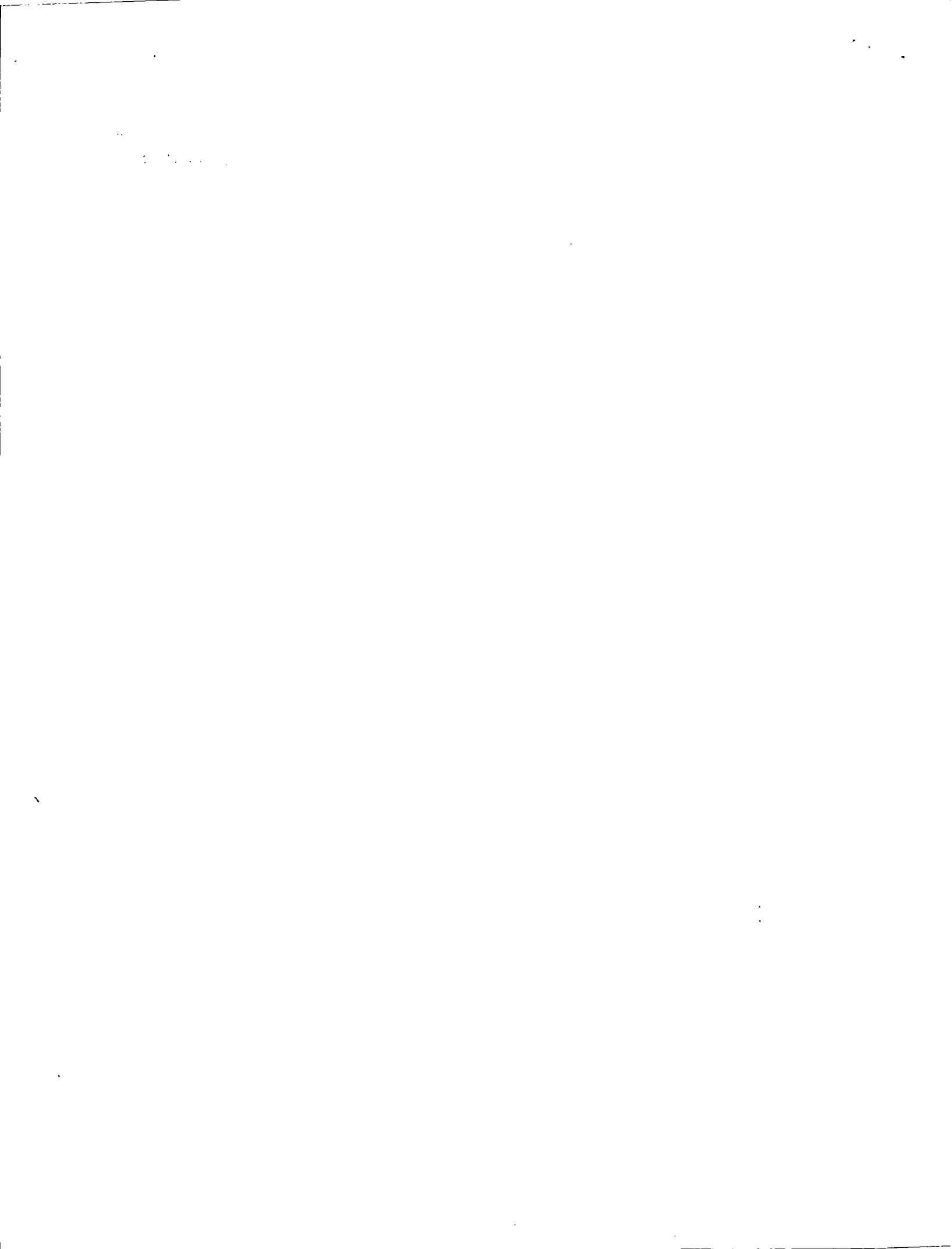


Michael Kashiwagi  
Director of Public Works



**COLONIAL VILLAGE PHASE II MEASURES AND BUDGET**

<u>Quantity</u>	<u>Device/Location</u>	<u>Total Cost</u>
7	Speed Humps Installed on: 73 <sup>rd</sup> Street between 21 <sup>st</sup> and 25 <sup>th</sup> Avenues Lowell Street Ontario Street	\$12,600
3	Stop signs Installed on: Vandenberg Drive at 79 <sup>th</sup> Street to make it an all-way stop Alcott Drive at 71 <sup>st</sup> Street	600
4	Modified speed humps (that accommodate emergency vehicles and RT busses) installed on: 79 <sup>th</sup> Street between Fruitridge and Vandenberg Drive 25 <sup>th</sup> Avenue between Quonset Drive and Lippit Lane	8,000
1	'Not a Through Street' sign Installed on: Priscilla Lane where it turns into a court at Vandenberg Drive	100
2	Vertical Curb Replace rolled curb with handicap accessible vertical curb on corners of Quonset Drive and 25 <sup>th</sup> Avenue	3,500
4	Neighborhood identification signs Installed at entrance points to the neighborhood	<u>1,000</u>
		\$25,800
	Consultant for Transportation Review	900
	Contingency at 5%	<u>1,290</u>
	<b>TOTAL ESTIMATED COST:</b>	<b>\$27,990</b>



**RESOLUTION NO. 99-411**

**APPROVED**  
BY THE CITY COUNCIL

ADOPTED BY THE SACRAMENTO CITY COUNCIL

**JUL 20 1999**

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

OFFICE OF THE  
CITY CLERK

**RESOLUTION APPROVING PHASE II TRAFFIC CALMING MEASURES FOR  
COLONIAL VILLAGE NEIGHBORHOOD**

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

The Neighborhood Traffic Management Program Phase II traffic calming plan is hereby approved for the Colonial Village neighborhood.

\_\_\_\_\_  
MAYOR

ATTEST:

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

**FOR CITY CLERK USE ONLY**

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

DATE ADOPTED: \_\_\_\_\_ 7 \_\_\_\_\_