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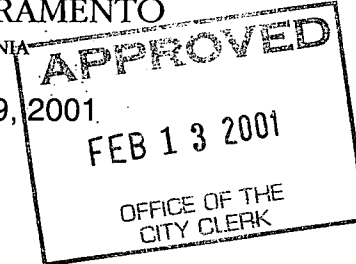
**DEPARTMENT OF  
PUBLIC WORKS**

TRAFFIC ENGINEERING  
DIVISION

City Council  
Sacramento, California

**CITY OF SACRAMENTO**  
CALIFORNIA

January 29, 2001



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**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE I  
APPROVAL FOR NORTH GARDENLAND NEIGHBORHOOD**

**LOCATION AND COUNCIL DISTRICT:**

The North Gardenland neighborhood is bound by Bowman Avenue on the north, Natomas East Main Drainage Canal on the east, El Camino Avenue on the south and Northgate Boulevard on the west in Council District 1 (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 North Gardenland.

**CONTACT PERSON:** Debb Newton, Administrative Analyst, 264-6739

**FOR COUNCIL MEETING OF:** February 13, 2001

**SUMMARY:**

The North Gardenland neighborhood has been a participant in the NTMP since the kick-off community meeting held in March 2000. The goals of the neighborhood were to reduce speeding to below 30 miles per hour on certain streets within the area, reduce cut-through traffic, increase visibility and increase driver awareness of dead-end streets. The Phase I plan, developed by the Traffic Calming Committee (TCC), is designed to meet these goals with the installation of speed humps, stop signs, improved warning signs and speed limit signs and legends. 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. North Gardenland was the fourth neighborhood selected for Council District 1 in that lottery. The kickoff meeting for the neighborhood was in March 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 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, 27% (or 72) were returned with valid votes cast. Of those, 92% (or 68) were in favor of Phase I measures and 8% (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 Carleton Tract is \$18,140 as shown on Attachment B. TS69 (North Gardenland 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.

**ESBD 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:

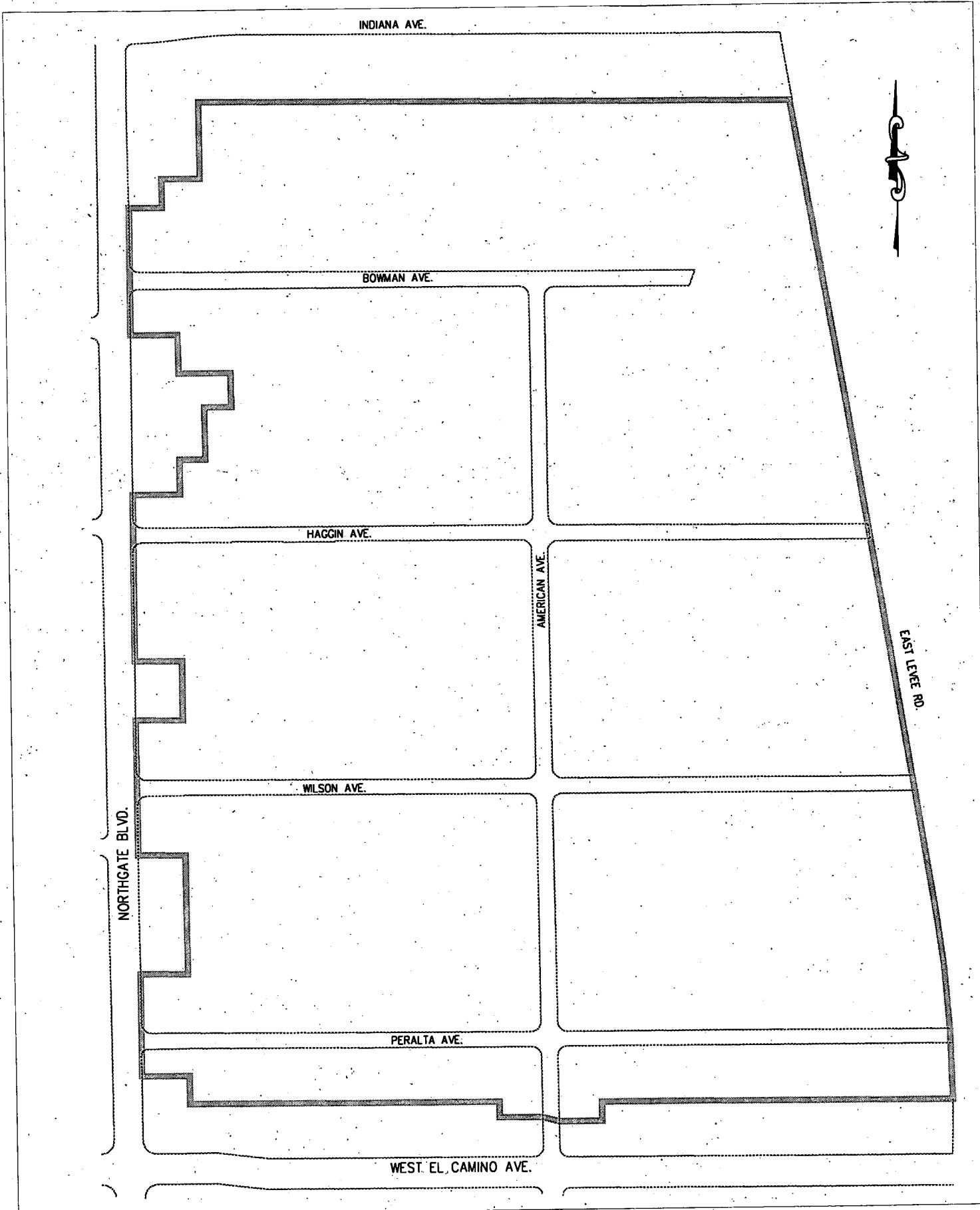


Michael Kashiwagi  
Director of Public Works

Attachments

File:1-4 council rept

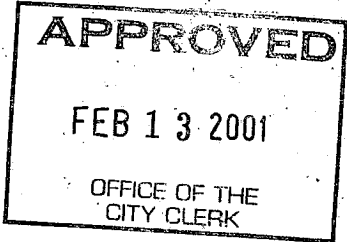
# NORTH GARDENLAND



**NORTH GARDENLAND PHASE I MEASURES AND BUDGET**

<u>Quantity</u>	<u>Device/Location</u>	<u>Total Cost</u>
9	Speed Humps Installed on: American Avenue between Haggin Avenue and Peralta Avenue, Haggin Avenue between Northgate Blvd and American Avenue, Wilson Avenue between Northgate Blvd and American Avenue, Peralta Avenue between Northgate Blvd and American Avenue	13,500
2	Stop signs Installed on: American Avenue at Haggin Avenue	300
12	Speed Limit Signs and Legends, Stop Ahead sign and Legend, Not a Through Street sign, Arrow sign, Object marker, End of Road markers placed throughout the neighborhood	1,350
50'	Bots Dots	250
	<b>TOTAL COST OF DEVICES</b>	<b>\$15,400</b>
	Consultant for Transportation Review	1,200
	Contingency at 10%	<u>1,540</u>
	<b>TOTAL ESTIMATED COST:</b>	<b>\$18,140</b>

File: N Gardenland Cost Estimate.



**RESOLUTION NO. 2001-081**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

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

**RESOLUTION APPROVING PHASE I TRAFFIC CALMING MEASURES FOR  
NORTH GARDENLAND 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 North Gardenland neighborhood.

\_\_\_\_\_  
MAYOR

ATTEST:

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

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**FOR CITY CLERK USE ONLY**

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

DATE ADOPTED: 6 \_\_\_\_\_