



**APPROVED**

APR 30 2002

OFFICE OF THE  
CITY CLERK

2.16

DEPARTMENT OF  
PUBLIC WORKS

TRAFFIC ENGINEERING  
DIVISION

CITY OF SACRAMENTO  
CALIFORNIA

April 23, 2002

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City Council  
Sacramento, California

**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE I  
APPROVAL FOR COLLEGE GREENS NEIGHBORHOOD (PN: TS56)**

**LOCATION AND COUNCIL DISTRICT:**

The College Greens neighborhood is bound by Highway 50 on the north, SMUD power lines on the east, Folsom Boulevard on the south and Chestnut Hill Drive on the west 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 I traffic calming measures for College Greens.

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

**FOR COUNCIL MEETING OF:** April 30, 2002

**SUMMARY:**

The College Greens neighborhood has been a participant in the NTMP since the kick-off community meeting held in May 2001. The goals of the neighborhood are to lower speeds on Chestnut Hill Drive and Notre Dame Drive, and enforce speeds and stop signs throughout the neighborhood, to increase safety for drivers and pedestrians at the intersection of Julliard and Occidental Drives and to increase pedestrian safety at four intersections designated on the Safe Route to School Map. The Phase I plan, developed by the Traffic Calming Committee (TCC), is designed to meet these goals with the installation of a raised and standard crosswalks, bike lane and parking striping, channelizing striping, a two-way-left-turn lane, speed humps, Botts dots, and speed 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:**

Residents from College Greens applied for the Neighborhood Traffic Management Program in May 2000. College Greens was the fourth neighborhood to participate in Council District 6. The kickoff meeting for the neighborhood was in May 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 a raised crosswalk, speed humps, Botts dots, striping and speed legends 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.

The raised crosswalk, which will extend across the street at curb height, will be the first to be installed in the city of Sacramento. The benefits of a raised crosswalk include making pedestrians more visible and channeling them to the appropriate crossing location, as well as slowing vehicular traffic at the crosswalk. The cost estimate for the traffic-calming plan is shown on Attachment B.

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. The minimum required return rate was exceeded with a return rate of 41%. A majority vote (50% plus 1) determines the ballot results. Of the valid votes

cast, 83% (253) were in favor of Phase I measures and 17% (53) 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 College Greens is \$39,737.

The College Greens NTMP project budget (PN:TS56) has been established for \$25,000. A portion of the bike lanes to be striped will be funded from the Bikeway Program. This additional funding in the amount of \$16,000 will be encumbered from the Bikeway Program (PN:TV31). The cost of the transportation review in the amount of \$1,800 will be paid from the Design, Inspection, Review Capital Improvement Project (CIP) (PN:TS40) There are sufficient funds in these CIPs to execute the traffic calming project for College Greens as shown on Exhibit A to the attached resolution.

**ENVIRONMENTAL CONSIDERATIONS:**

The Environmental Services Manager has determined that the proposed project is exempt from CEQA under Section Numbers 15301(c) and 15311(a) of the CEQA Guidelines. Exemption 15301(c) consists of existing public facilities involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. Exemption 15311(a) consists of construction of on-premise signs for a public facility.

**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,



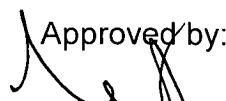
Martin W. Hanneman  
City Traffic Engineer

RECOMMENDATION APPROVED:



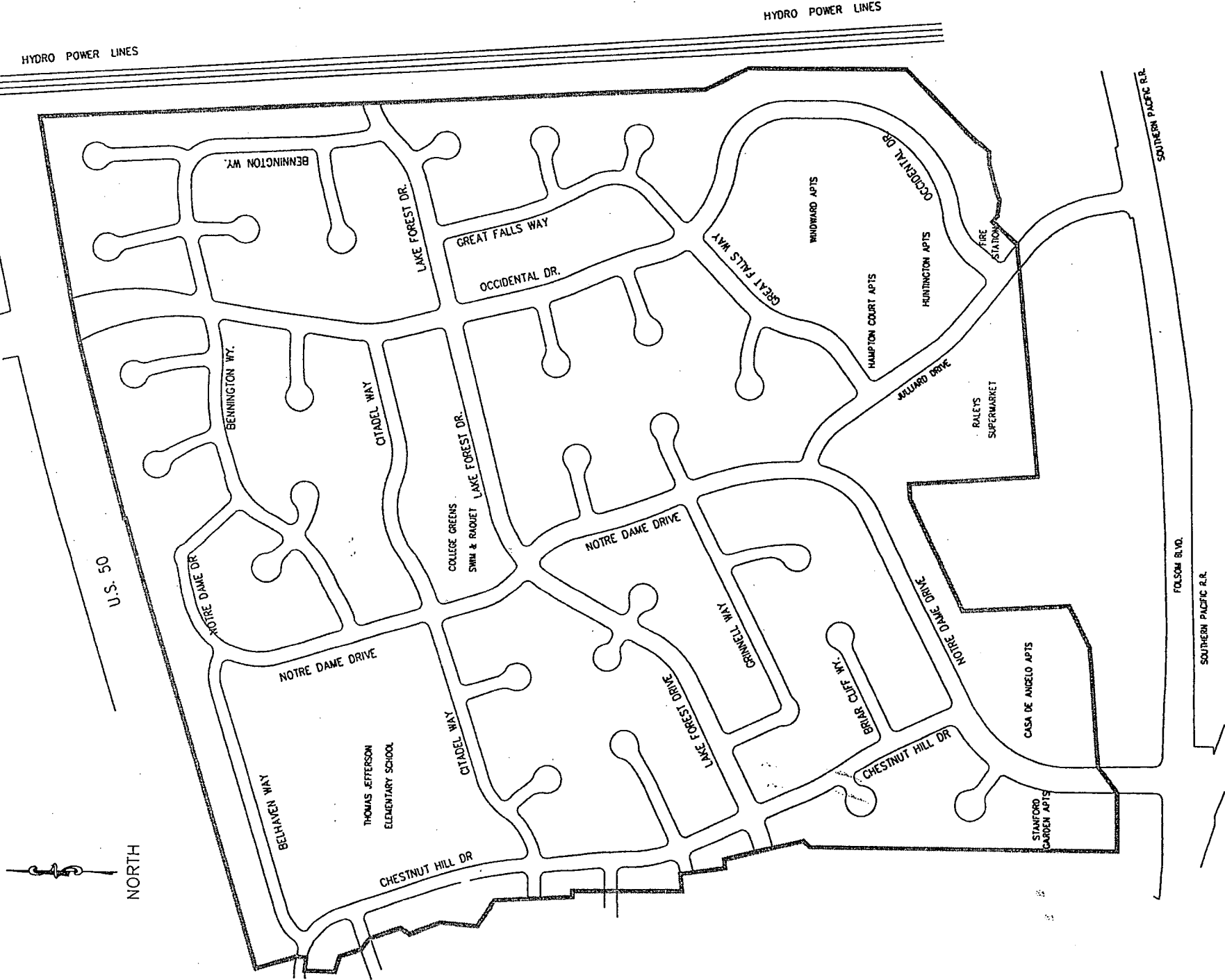
 ROBERT P. THOMAS  
City Manager

Approved by:



Michael Kashiwagi  
Director of Public Works

COLLEGE GREENS NEIGHBORHOOD





**RESOLUTION NO. 2002-226**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

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

**RESOLUTION APPROVING PHASE I TRAFFIC CALMING MEASURES FOR COLLEGE GREENS 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 College Greens neighborhood. Funding for this project is shown on Exhibit A.

\_\_\_\_\_  
MAYOR

ATTEST:

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

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**FOR CITY CLERK USE ONLY**

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

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

**COLLEGE GREENS NTMP #1 PHASE I MEASURES AND BUDGET**

<u>Quantity</u>	<u>Device/Location</u>	<u>Total Cost</u>
1	<u>Raised Crosswalk</u> Installed at the intersection of Julliard Dr and Occidental Dr	7,000
2	<u>Speed Humps</u> Installed on Great Falls Way between Occidental Dr and Lake Forest Dr	3,000
4	<u>Botts Dots</u> Installed at the intersections of Marquette Way/Belhaven Way/ Chestnut Hill Dr, Belhaven Way/Notre Dame Dr, Notre Dame Dr/ Bennington Way, and through the elbow on Notre Dame Dr	1,200
2	<u>Bike Lane and Parking Striping</u> Installed on Notre Dame Dr between Folsom Blvd & Lake Forest Dr, Occidental Dr between Julliard Dr & Bennington Way, Lake Forest Drive between Notre Dame & Occidental Drive	23,000
1	<u>Channelizing Striping and Yield Sign</u> Installed on Notre Dame Drive, south of Chestnut Hill Dr	250
1	<u>Two-Way-Left-Turn Lane</u> Installed on Lake Forest Drive at Bennington Way	800
8	<u>Speed Limit Legends</u> Installed at key locations throughout neighborhood	600
4	<u>Standard Crosswalks</u> Installed in the intersection of Julliard Dr/Occidental Dr (1) And Notre Dame Dr/Citadel Way (3)	<u>280</u> \$36,130
	Consultant for Transportation Review	1,800
	Contingency at 5%	<u>1,807</u>
	<b>TOTAL ESTIMATED COST:</b>	<b>\$39,737</b>

**Funding Sources:**

NTMP CIP TS56	\$21,937
Bikeway Program CIP TV31	16,000
Design, Inspection, Review - CIP TS40	<u>1,800</u>
<b>TOTAL</b>	<b>\$39,737</b>

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