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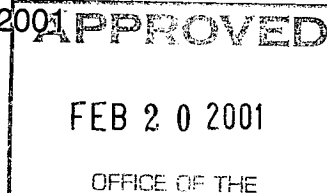
DEPARTMENT OF  
PUBLIC WORKS

TRAFFIC ENGINEERING  
SERVICES

CITY OF SACRAMENTO  
CALIFORNIA

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SACRAMENTO, CA  
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February 5, 2001



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City Council  
Sacramento, California

**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE I  
APPROVAL FOR CARLETON NEIGHBORHOOD**

**LOCATION AND COUNCIL DISTRICT:**

The Carleton neighborhood is bound by Sutterville Road on the north, 23<sup>rd</sup> Street on the east, 20<sup>th</sup> Avenue on the south and Freeport Boulevard on the west in Council District 5 (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 Carleton.

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

**FOR COUNCIL MEETING OF:** February 20, 2001

**SUMMARY:**

The Carleton neighborhood has been a participant in the NTMP since the kick-off community meeting held in February 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 and reduce the number of reckless driving incidents at two intersections. The Phase I plan, developed by the Traffic Calming Committee (TCC), is designed to meet these goals with the installation of speed humps, traffic circles, stop 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. Carleton was the fourth neighborhood selected for Council District 5 in that lottery. The kickoff meeting for the neighborhood was in February 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, traffic circles 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 98) were returned with valid votes cast. Of those, 85% (or 83) were in favor of Phase I measures and 15% (or 15) 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 is \$30,580 as shown on Attachment B. TS65 (Carleton NTMP) and SH89 (Speed Hump Program) have 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,



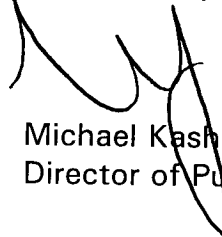
Martin W. Hanneman  
City Traffic Engineer

RECOMMENDATION APPROVED:



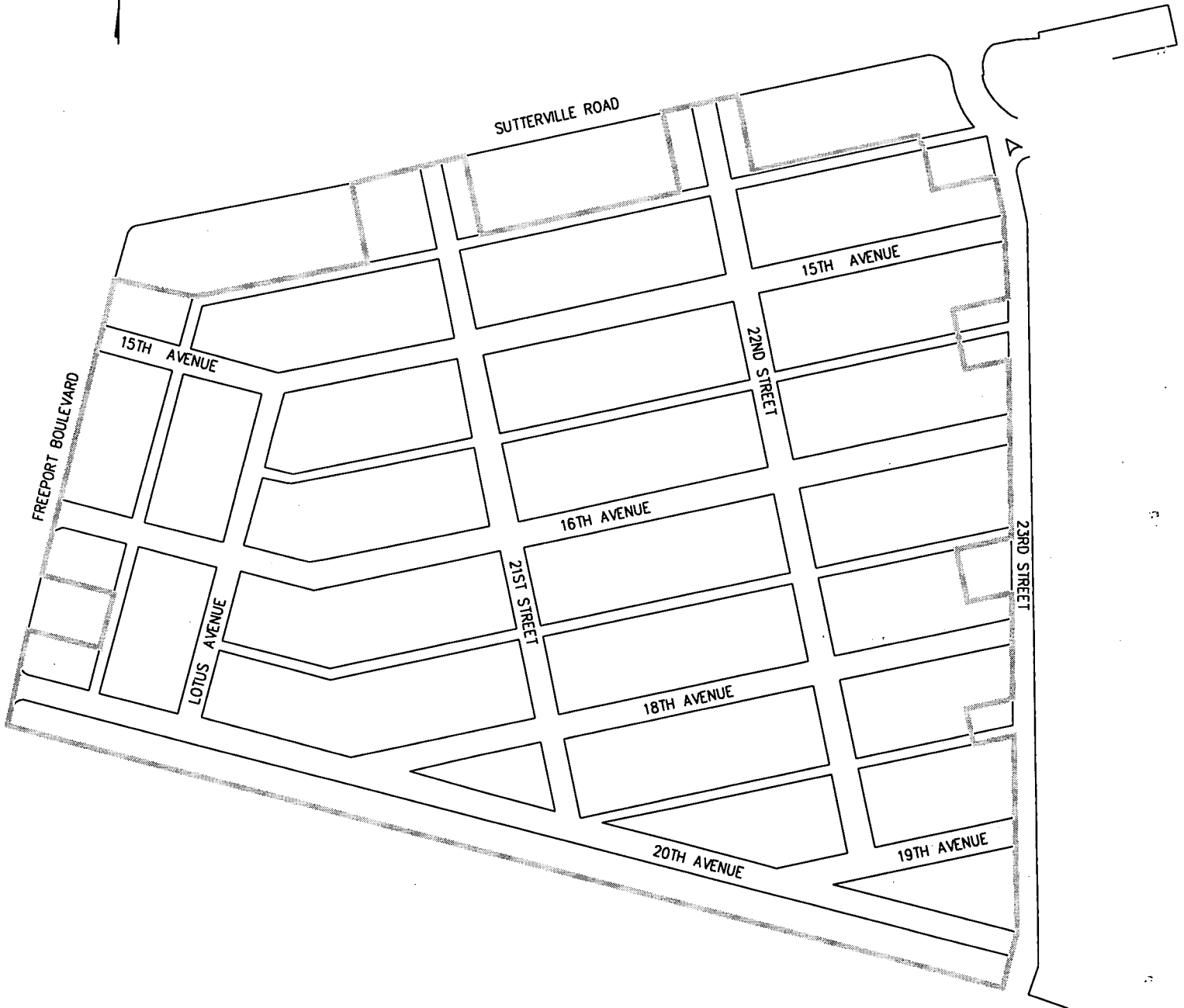
ROBERT P. THOMAS  
City Manager

Approved by:



Michael Kashiwagi  
Director of Public Works

# CARLETON NEIGHBORHOOD



## CARLETON PHASE I MEASURES AND BUDGET

Quantity	Device/Location	Total Cost
12	<u>Speed Humps</u> Installed on: <b>15<sup>th</sup> Avenue</b> between Freeport Blvd and 21 <sup>st</sup> Street and between 22 <sup>nd</sup> and 23 <sup>rd</sup> Streets, <b>16<sup>th</sup> Avenue</b> between Freeport Blvd and 21 <sup>st</sup> Street, <b>20<sup>th</sup> Avenue</b> between Freeport Blvd and 23 <sup>rd</sup> Street <b>21<sup>st</sup> Street</b> between 15 <sup>th</sup> and 18 Avenues, <b>22<sup>nd</sup> Street</b> between 15 <sup>th</sup> and 18 <sup>th</sup> Avenues	\$14,400
4	<u>Stop signs</u> Installed on: 16 <sup>th</sup> Av. at 21 <sup>st</sup> Street (2) 22nd St. at 15th Avenue (2)	400
2	<u>Relocate two stop signs</u> at 16 <sup>th</sup> Avenue and Lotus Avenue to stop Lotus Avenue instead of 16 <sup>th</sup> Avenue	200
2	<u>Traffic circle</u> Installed in the intersection of: 15th Avenue and 21 <sup>st</sup> Street 18 <sup>th</sup> Avenue and 22 <sup>nd</sup> Street	12,000
3	<u>Speed Limit Signs and Legends, and Neighborhood Identification signs</u> placed at entrance points to the Neighborhood	<u>600</u>
		\$27,600
	Consultant for Transportation Review	1,600
	Contingency at 5%	<u>1,380</u>
	<b>TOTAL ESTIMATED COST:</b>	<b>\$30,580</b>
<b>Funding Sources:</b>		
	NTMP CIP TS65	\$24,580
	Speed Hump CIP SH89	<u>6,000</u>
	<b>TOTAL</b>	<b>\$30,580</b>



**RESOLUTION NO.** *2001-110*

ADOPTED BY THE SACRAMENTO CITY COUNCIL

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

**RESOLUTION APPROVING PHASE I TRAFFIC CALMING MEASURES FOR  
CARLETON 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 Carleton neighborhood.

\_\_\_\_\_  
MAYOR

ATTEST:

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

**FOR CITY CLERK USE ONLY**

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

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