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DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

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SACRAMENTO, CA
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TRANSPORTATION DIVISION

APPROVED
BY THE CITY COUNCIL

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November 12, 1991

NOV 12 1991

CITY COUNCIL
Sacramento, California

OFFICE OF THE
CITY CLERK

*To Implement the Neighbor-
hood Preservation Transp.
Plan proposed by the Midtown
Neighborhood Adv. Comm. + a
Jt. Rept. come back to Council
in 60 Days with work plan
+ Budget.*

HONORABLE MEMBERS IN SESSION:

SUBJECT: NEIGHBORHOOD PRESERVATION TRANSPORTATION PLANS FOR EAST
SACRAMENTO AND MIDTOWN

LOCATIONS

Midtown and East Sacramento

COUNCIL DISTRICTS

1, 3, and 4

SUMMARY

On January 9, 1990 the City Council authorized a consultant services agreement with Deakin, Harvey, Skabardonis, Inc. (DHS), to develop Neighborhood Preservation Transportation Plans for East Sacramento and Midtown. The primary focus of this study was to identify measures which would reduce traffic volumes and speeds on G and H Streets to a level consistent with the concept of "environmental capacity" for residential neighborhoods. This report presents the results of the DHS study and seeks City Council direction regarding the next steps in the implementation of the 1988 General Plan and the 1980 Central City Community Plan as they relate to traffic circulation in the central city.

COMMISSION ACTION

This item was heard by the Planning Commission at their August 29, 1991 and October 3, 1991 meetings. By a 5 to 0 vote (3 abstaining and 1 absent), the Planning Commission recommended that the Midtown Neighborhood Advisory Committee (NAC) Majority Plan be brought forward as the preferred alternative and directed staff to start the environmental review process to identify project impacts. This plan includes conversion of G and H Streets to two-way operation with the installation of traffic diverters to reduce traffic volume and speed. The Planning Commission further directed staff to initiate a study of outstanding issues identified in East Sacramento by the DHS study.

The Planning Commission heard nearly six hours of testimony on August 29, 1991 regarding the

Neighborhood Preservation Transportation Plans. Approximately 300 people were in attendance; at least 41 people testified, the majority of whom testified in favor of the Midtown NAC Majority recommendation.

On October 3, 1991, the Planning Commission closed the public hearing and the Commission members expressed their desires: to see a resolution of issues as quickly as possible; that the boundaries of the study area should address spill over traffic impacts; and that all parties need to participate in the process. The Commission recommended that the following items be forwarded to the City Council:

- 1) Midtown NAC Majority report as the preferred alternative;
- 2) Preliminary engineering design and environmental review to proceed concurrently;
- 3) Study process should solicit input from neighborhood groups, City Police and Fire, and expanded participation from the Planning Division; and
- 4) The Planning Division shall initiate a follow-up study for East Sacramento of outstanding issues identified by the DHS study.

STAFF RECOMMENDATION

Staff recommends that, until alternate transportation capacity is provided to Downtown, G and H Streets in Midtown should continue to function as arterial streets and that they not be converted to two way operation and no physical diverters be installed. Secondly, staff recommends that a comprehensive Downtown Transportation Study be conducted to identify current and future transportation needs for facilitating downtown travel.

In order to balance the issues of neighborhood preservation, Downtown growth, and central city circulation, this Downtown Transportation Study should encompass the area bounded by the American and Sacramento Rivers on the north and west, State Route 51 (Business 80) on the east, and Highway 50 on the south. Without considering this broader area, identified remedies will primarily shift traffic from one neighborhood to another. In addition, the broader area and scope of this study will allow the consideration of growth and transit policies as well as additional roadway capacity. This study will provide the quantitative information required to finally resolve the G and H Street conversion issue for Midtown Sacramento.

Finally, staff would like to return to City Council in 90 days with a plan designed to enhance the recognition of G and H Streets in Midtown as residential. Under this plan, G and H Streets would remain one-way, however, traffic control such as four-way stop signs with crosswalks, additional speed limit signs, chokers, and traffic signals on G and H Streets will be utilized to provide speed control and identification of the area as residential.

With regard to East Sacramento, staff concurs with the Planning Commission recommendation of further study and resolution of outstanding issues identified in the DHS study.

Alternate Recommendation

If the City Council believes that the Planning Commission recommendation should be moved forward, staff recommends a four phase process: a feasibility analysis should be conducted to assess the impacts of two-way conversion and traffic diversion on the overall roadway network in Midtown as well as the Central City; preliminary design of proposed traffic diversions should be included in the feasibility study; environmental review; and implementation, including funding allocations in the City CIP.

The feasibility analysis should be performed for three traffic scenarios: existing traffic volumes; estimated traffic volumes after completion and occupancy of currently approved downtown office and commercial projects; and projected traffic volumes at General Plan buildout. This feasibility study should also investigate the potential for improving roadway capacities on J Street and 16th Street through geometric and operational enhancements. Signal optimization programs should also be utilized to explore opportunities for improving existing arterial capacities.

Preliminary design of traffic control devices specified in the Midtown Neighborhood Advisory Committee Majority Plan including traffic signals, stop signs, pedestrian islands, traffic circles, diverters, chokers, one-way street "slow blocks", and alley or side street undulations will be included in this feasibility study. Geometric details of these devices will be developed and detailed discussions held with City Police and Fire Departments, and Regional Transit to clarify and confirm design standards, criteria, and constraints. This information will assist in the development of a refined neighborhood preservation plan.

BACKGROUND INFORMATION

Current Policy

Central City Community Plan

On May 15, 1980, the City Council adopted the Central City Community Plan. This Community Plan addressed various issues related to development, housing, and public services. In particular, this Community Plan recognizes that residential areas bordering Downtown Sacramento are adversely affected by traffic and parking demands generated by growth of business in the Central Business District. The Community Plan states that the circulation system must be planned to protect these residential areas from excessive traffic and on-street parking.

In order to meet these needs, the Central City Plan includes the following goal for Transportation:

"Encourage the development of an overall balanced system of transportation which emphasizes public transit, protects residential neighborhoods, promotes alternatives to the single occupant automobile commutes; and which provides for safe, convenient, and efficient movement of people and goods in and through the Central City." (p. 6)

The Community Plan includes sub-goals which provide additional direction and specifics for this goal. In addition, the Transportation Element includes a street classification system in which streets are either designated Major, Minor, or Local. The street system for the Central City is shown on Exhibit A, attached. The Plan also recommends the conversion to two-way and implementation of traffic and speed control

measures on the easterly portions of G & H, E & F, S & T, and I Streets to discourage commuter traffic.

The Community Plan recommended a package of improvements which included the reduction of volume on seven major streets (E & F, G & H, S & T, and I), and:

1. Major additions to the Regional Transit fleet with increased east-west service in this area;
2. Park and Ride lots at the eastern end of the Central City;
3. Parking management (e.g., reduced parking and parking pricing);
4. 3rd & J freeway ramp improvements; and
5. Construction of an Elvas-Richards connector.

The street conversions and street improvements are to be phased according to the implementation schedule on page 37a of the Central City Plan, (Exhibit B, attached). This schedule clearly indicates that E & F, S & T, and I streets would be converted before G & H streets, and that the impacts of conversion would be monitored. This condition to monitor the impacts of conversion was adopted because the Community Plan recognizes that conversions "may have impacts that are felt beyond their immediate area since the streets are part of a larger network system."

Five arterials (E & F, S & T, and I Streets) have been converted to two-way local streets. The starter line of the Light Rail system was completed in 1987, and the City has implemented some Transportation Systems Management programs to reduce automobile trips. However, most of the major improvements listed above have yet to be accomplished. There is no additional east-west bus service or park and ride lots at the east end of the Central City. Parking supply has not been substantially reduced. There have been no improvements to the 3rd and J Street freeway ramp and the Elvas-Richards connector has been removed from the Capitol Improvement Program. Also, the impacts of the conversion of E & F, S & T, and I Streets have not been monitored.

Sacramento General Plan

When the City's General Plan was adopted in 1988, the existing Central City Community Plan was accepted as a further refinement of General Plan policy. In addition, the General Plan states that residential areas should be protected and the program to convert streets to two-way should be continued, subject to the conditions outlined in the Central City Plan.

The General Plan and Central City Community Plan expressly state that the transportation system should be designed and constructed in a manner that ensures the safe and efficient movement of people and that protects residential neighborhoods from unnecessary levels of traffic. These interrelated goals and policies support a long established planning principle that residential areas should be separated from high levels of traffic in order to ensure the health, safety, and general welfare of the public.

Subsequent Council Actions

Since adoption of the Central City Community Plan, the City has converted S and T Streets from 3rd to 34th Streets and E and F Streets from 7th Street to Alhambra Boulevard to two-way streets. Also, I Street from 21st Street to 29th Street has been converted to two-way operation. Regarding the conversion of G and H Streets, the Joint Budget and Finance/Transportation and Community Development Committee, (Joint Committee) during review of the 1988-93 Capital Improvement Budget (CIP), voted (6-1-1) on April 12, 1988, to convert these streets in a timely manner. In addition, this Committee asked staff to report back with a timeline, funding mechanism and range of options to convert these streets to two-way traffic (5-2-1 vote).

Subsequent to this decision, Public Works staff sent to the Joint Committee, on February 14, 1989, a schedule for conversion of G and H Streets. The schedule proposed that conversions be part of the 1989-94 CIP adoption process. The estimated cost for these conversions was \$455,000. Items included in this estimate were modification of existing traffic signals, corner reconstruction, railroad protection modification, and signing and striping changes. However, Public Works staff restated the monitoring requirements for conversions, and expressed reservations about proceeding with the G and H Street conversions until adequate evidence regarding the effects of previous conversions could be presented, which would then allow the Council to make an informed decision. Public Works staff state in the report that conversions of these streets "may create more surface street congestion which can lead to an increase in traffic accidents and energy consumption while degrading air quality." Public Works staff also state that "the increase in planned land use in the Central Business District and the population growth of the region may result in significant impacts to the transportation system which could be further reflected by the conversions of these streets."

On the basis of this report and the above policy considerations, the City Council voted on April 4, 1989, not to convert G and H Streets (6-3-0). The Public Works staff then proceeded to consider traffic signals as a method of providing speed control for these streets. Concerns of Midtown residents continued and they questioned the use of traffic signals in their neighborhood as well as the expense involved with the installation of traffic signals. In response to these concerns, Public Works staff on June 20, 1989, recommended to the Joint Committee that the traffic signals for Midtown remain in the CIP but construction of the signals would not occur until the conclusion of a Midtown Neighborhood Study. The City Council on June 20, 1989, adopted the staff recommendation with an amendment to delay the use of traffic signals pending a Midtown Neighborhood Study with input from a Citizens Advisory Committee (unanimous vote).

On January 9, 1990, the City Council authorized a consultant contract with Deakin, Harvey, Skabardonis, Inc. (DHS), to develop a Neighborhood Preservation/Environmental Capacity/Traffic Control Program for the Midtown and East Sacramento Neighborhoods. In addition, the City Council directed the formation of Neighborhood Advisory Committees (NAC) for Midtown and East Sacramento as a mechanism to provide community input during the study.

DHS Report

The purpose of the DHS report was to develop traffic control measures to provide the identified neighborhoods with a level of protection consistent with the concept of "environmental capacity." Environmental capacity is a term used to assess the ability of residential areas to absorb vehicular traffic. It considers the impacts of traffic on air pollution; noise; luminosity; safety; special needs of the elderly, disabled and children; and

special activity centers such as schools, parks, libraries, and senior centers. The concept of environmental capacity or livability of a residential area is primarily a function of traffic volume and speed. Acceptable environmental capacity is achieved with vehicular speeds of 25 mph and daily volumes of 2,000 to 5,000 vehicles. Currently, the posted speed limit on G and H Streets in Midtown is 30 mph and the daily volumes exceed 11,000. The posted speed on H Street in East Sacramento is 35 mph and daily volumes exceed 18,000 vehicles.

The approach taken by the consultant in the performance of this study was to combine data collection and analysis with citizen participation in developing and assessing traffic control alternatives. The major emphasis of the study was to assemble, collect, and analyze data on traffic conditions and impacts.

The DHS study findings are summarized below:

Traffic levels in both Midtown and East Sacramento are very high, especially for residential neighborhoods. Current average daily traffic on H Street in East Sacramento is in the 18,000 - 22,000 range. Midtown traffic volumes are in the 11,000 range on G and H Street.

Through traffic represents approximately 50 percent of daily traffic volumes on G and H Streets in Midtown and 15 - 25 percent on H Street in East Sacramento.

Traffic has been increasing on these streets in recent years and expected growth and development will produce further increases in traffic volume.

High vehicular speeds are cause for concern. Speeds in both study areas were above the 25 mph speed limit usually recommended for residential areas.

Speeds were not significantly different on one-way and two-way streets, including streets recently converted to two-way. Therefore, conversion to two-way does not suffice to reduce speeds to acceptable levels.

Numerous accidents occur within the study area. Injury accidents in East Sacramento are especially problematic.

Sustained early evening noise levels in the 70 decibel range were measured at the front wall of residences along H Street. By comparison, quiet residential areas experience noise levels in the 55 decibel range; 65 decibels is considered noisy and sustained levels in excess of 65 decibels are ordinarily considered unacceptable.

The consultant examined various ways to reduce neighborhood speeds and volumes including traffic control devices such as stop signs, speed limit signs, turn prohibition signs, and one-way street designation along with guide and warning controls. The consultant also considered geometric features such as chokers, traffic circles, median barriers, semidiverters, forced turn channelization, diagonal diverters, cul de sacs, pavement undulations, raised intersections, rumble strips, and traversable barriers.

Alternatives for Traffic Control

Four alternatives were developed at a sketch planning level for each area. These alternatives are listed below. (An assessment by DHS of these alternatives is contained in Exhibits C and D):

	<u>Midtown</u>		<u>East Sacramento</u>
1.	Status Quo	1.	Status Quo
2.	Signalization	2.	Signalization
3.	Neighborhood gateways	3.	Through traffic diversion with traffic controls
4.	Midtown diversion through one-way blocks	4.	Modified traffic cells with intersection controls

The status quo and the signalization options do not involve design changes. Status quo consists of no intervention while signalization includes one-way streets with the installation of 16 new signals throughout Midtown and four signals in East Sacramento. The signals would be timed to moderate speeds and streets would remain one-way.

Midtown and East Sacramento Design Alternatives

The design alternatives considered for **Midtown** included neighborhood gateways for the purpose of reducing through traffic and creating visual and physical boundaries around the neighborhood. Neighborhood gateways would include conversion of one-way streets to two-way traffic, the use of semi-diverters or "Do Not Enter" signs, and using intersection bulbs (chokers). The other design alternative for Midtown includes conversion of one-way streets to two-way but with one-way restrictions on selected blocks, and using chokers or other speed control devices.

The design alternatives considered for **East Sacramento** are installation of a traffic diverter at the east end of H Street to divert through traffic, location of one or more park and ride lots, landscaping, sidewalk bulbs, and using chokers. In this alternative, H Street would serve as a neighborhood collector street. The second alternative developed for East Sacramento, the modified traffic cell approach with intersection controls, includes diversion of through traffic on H Street at or near 39th Street, and using chokers or other speed control treatments.

Selection of a Preferred Alternative

These alternatives were then brought to the Neighborhood Advisory Committees (NAC), for selection of a preferred alternative. East Sacramento was unable to move forward with an alternative and the committee stopped meeting. The Midtown NAC took the consultant's work and devised their own alternatives. The Majority Plan includes diversion of east-west traffic and one-way blocks to reduce the volume of traffic entering the neighborhood as well as the conversion of G and H Streets to two way travel. The Minority Plan does not include any diversion of traffic but does include conversion of G and H Streets to two way travel. On a split vote of 7 - 4, the Midtown NAC recommended the Majority Plan.

The consultant assessed the Midtown Majority alternative and concludes that it is very similar to their "one-way blocks" alternative and the effects would be similar. Their conclusion is that the Midtown NAC's preferred alternative responds to the primary goals of the study and that the diversion of traffic that would occur could be handled on arterial streets in the area if efficient signal timing plans and other operational changes were developed.

The consultant's conclusion for East Sacramento is that there are still a number of issues that need resolution before any consensus can be formed.

Discussion of Issues

Arterial v. Local Street Designation

The basic question before the City Council is whether G and H Streets in Midtown Sacramento should be operated as arterials or converted to two-way local streets. At issue is the conflict between the goal of preserving Midtown residential neighborhoods and the need for east-west roadway capacity to accommodate existing and future vehicular traffic into Downtown Sacramento.

Keeping G and H Streets one-way recognizes the need to provide convenient access to Downtown Sacramento. Traffic control measures such as signals and intersection chokers could be utilized to reduce vehicular speed and manage traffic volume. However, these measures will not restore traffic speeds and volume to a level appropriate for residential neighborhoods. As a result, Midtown residential areas would continue to experience high levels of traffic.

Conversion of G and H Streets, east of 16th Street, to two-way recognizes the needs of Midtown residential areas. However, the level of traffic reductions required to restore the residential nature of the area can only be achieved through the use of intersection chokers and diverters. Given the current traffic volumes on G and H Streets, traffic diversions could have major impacts on adjacent residential and arterial streets. These impacts need to be identified and studied before converting G and H Streets to two-way traffic.

Existing Use and Need

G and H Streets currently function as arterials because there are physical destinations at each end; Downtown to the west and freeway on and off ramps at Business 80 to the east. These two destinations will remain regardless of what actions are taken. Therefore, the traffic demand will not be reduced and will continue to find its way to these two points using whatever streets are available.

Traffic volumes on G and H Streets have been increasing in recent years. These increases are due to additional vehicle trips generated by new downtown development along with the conversion of E, F, and I Streets to two-way operation. Reductions in traffic volumes will not occur until transportation improvements to accommodate new trips and to replace lost capacity resulting from the conversion of E, F, and I Streets are implemented.

On the basis of the available information, Public Works staff believe that G and H Streets should remain one-way. If G and H were to be converted to two-way and removed from the City's major street system, there would not be adequate roadway capacity to handle existing traffic as well as new traffic generated by approved projects.

However, Public Works staff believe there are traffic control measures which could be implemented in the near term to reduce speeds and enhance the residential character of the neighborhood. Intersection chokers could be utilized as a gateway feature to indicate to motorists that they are entering a residential area. Installation of four-way stops with crosswalks could be used to identify and enhance areas with heavy pedestrian activity (schools, parks, stores, etc.). Bike lane and speed limit signing could be increased. Also, traffic signals could be placed on G and H Streets to help reduce and regulate vehicular speeds.

In addition, a comprehensive Downtown Transportation Study is necessary to identify current and future needs for facilitating downtown travel. This study can also look at the entire area that may be affected by the diversion of traffic around the Midtown neighborhood. The purpose of this study will be to provide information that includes the effects of currently approved growth as well as future growth. The study will include an investigation of ways to provide the transportation infrastructure needed to accommodate projected future trips, including all modes of travel. The information to be provided by this study is required in order to develop a realistic balance of neighborhood preservation, needed transportation system improvements, and potential growth for the Downtown area.

FINANCIAL CONSIDERATIONS

There is \$650,000 currently available in the FY 1991-96 City CIP for seven traffic signals in Midtown. There is also \$100,000 per year from Sales Tax allocated to the Neighborhood Preservation program. These amounts are sufficient to implement staff's recommendation for traffic signals, crosswalks, signs, and chokers. Additional recommended studies could also be funded through these existing sources.

POLICY CONSIDERATIONS

Conversion of G and H Streets is part of a package of phased actions adopted in the Central City Community Plan. Conversion of G and H Streets to two way operation and diversion of traffic around the Midtown neighborhood would require review of current Downtown growth policies as well as a review of feasible replacements for the actions that the Central City Community Plan indicates should be implemented before conversion but have not yet been implemented. The Community Plan will then have to be amended to reflect these changes to the implementation phases.

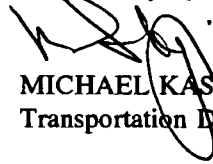
The continued operation of G and H Streets as one-way will delay the item for conversion of G and H Streets as recommended in the Central City Community Plan. The other transportation improvements, and mitigation measures for previous conversions recommended for implementation before G and H Streets are converted, would then have time to be implemented. If City Council ultimately allows G and H Streets to remain one-way, the Central City Community Plan will have to be amended.

City Council
Neighborhood Preservation Transportation Plans
November 12, 1991
Page Ten

MBE/WBE

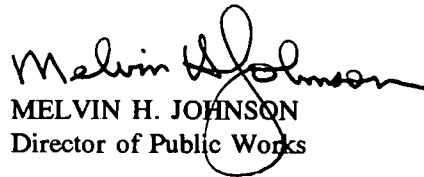
Implementation of either staff recommendation will include requests for consultant services. Staff will make every effort to request proposals from MBE/WBE firms for these services, in accordance with City policies and procedures.

Respectfully submitted,



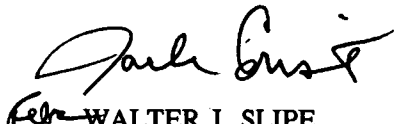
MICHAEL KASHIWAGI
Transportation Division Manager

APPROVED:




MELVIN H. JOHNSON
Director of Public Works

RECOMMENDATION APPROVED:


WALTER J. SLIPE
City Manager

APPROVED:

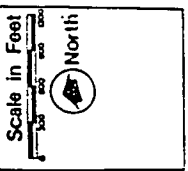
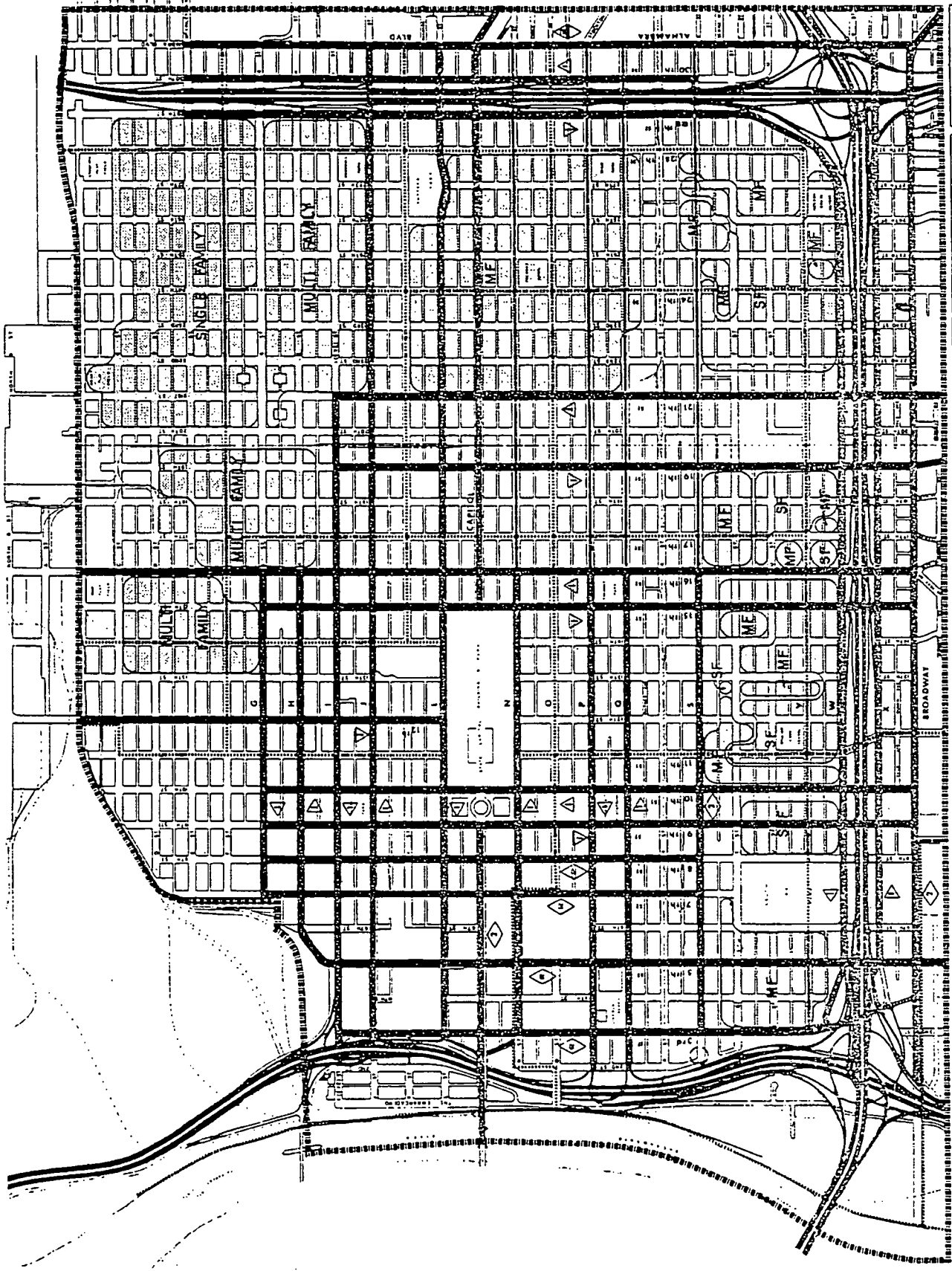

ROBERT P. THOMAS
Acting Director
Planning and Community Development

Contact Person:
Dave Cullivan, Senior Engineer
449-5307

Attachments

FOR COUNCIL MEETING OF:
November 12, 1991

EXHIBIT A



Legend: CIRCULATION PLAN

	MAJOR STREET		ONE WAY
	MINOR STREET		TWO WAY
	LOCAL STREET		BIKEWAYS
	PROPOSED FREEWAY		RAMP

TRANSPORTATION PLAN - SCHEDULE FOR IMPLEMENTATION

FUNDS SET ASIDE FOR TRANSPORTATION IMPROVEMENT IN CENTRAL CITY BY CITY 1979-85 C.I.P.	'\$80,000	'\$180,000	'\$180,000	'\$140,000	'\$430,000	
	FISCAL YEAR					
	'80-'81	'81-'82	'82-'83	'83-'84	'84-'85	'85-'86
PROJECTS						
<u>STREET MODIFICATIONS</u>						
E Street Conversion to 2-way local			Monitor			
F Street Conversion to 2-way local			Impacts			
S Street Conversion to 2-way major west of 16th, to Minor east of 16th				Monitor		
T Street Conversion to 2-way local				Impact		
3rd Street Conversion to 2-way Major				Monitor		
5th Street Conversion to 2-way Major				Impact		
I Street Conversion to 2-way local east of 21st						
N Street Conversion to 1-way minor east of 16th						
P Street Conversion to 1-way minor east of 16th						
Q Street Conversion to 1-way minor east of 16th						
G Street Conversion to local east of 16th						
H Street Conversion to local east of 16th						
Portions of 9, 10, to local						
Elvas-Richards Transportation Corridor						
S Street off-ramp development						
3rd and J Grade Separation						
Improve carrying capacity of major streets						
		Unscheduled				
		Unscheduled				
<u>PARKING MANAGEMENT PROGRAM</u>						
Implementation of Measures			Monitor			
			Impacts			
<u>PUBLIC TRANSPORTATION</u>						
R.T. 5-year Interim Plan						
			Addition of 10 buses per year			
Park and Ride Lots						
Feasibility Study for 8 sites						
Florin Center, 200 spaces	→					
I-80 & Watt, 400 spaces		→				
Florin & Greenhaven, 200 spaces			→			
			→			
Downtown terminal study to determine new passenger/ driver facilities needed at terminating points, includes feasibility study of 8th Street transport- ation corridor.						
	→					
Light Rail Feasibility Studies						
Folsom Corridor						
I-80 Bypass Corridor	→					
	→					
Bikeways						
North/south and east/west commuter routes						
Other routes						

MAJOR REVIEW
MOVES UP TO
'82-'83 PER CITY
COUNCIL ACTIONS

EXHIBIT B

-37a-

Table V-2(a): Assessment of Impacts: Summary for Midtown Alternatives

Neighborhood: Midtown									
Alternative	Specific Criteria								
	Reduce Residential Street Traffic	Enhance Residential Quality	Reduce Speeds	Improve Safety	Reduce Emissions	Accommodate Growth	Preserve Emergency Access	Sustain Commercial Activity	Minimize Implementation Costs
Status Quo	--	-	--	-	-	+	+	OK	++
Signalization	--	--	Maybe	+	Maybe	++	+	OK	--
Neighborhood Gateways	++(G&H)	++	Maybe	+	Minor	-	Minor	OK	--
Traffic Diversion Through One-Way Blocks	++(G&H)	++	+	+	Minor	-	Mixed	OK	+

Key:

- negative/no
- somewhat negative
- ++ positive/yes
- + somewhat positive
- Maybe depends on specifics of each application
- Minor minor impacts; may be mixed or site-specific
- Mixed positive in some places and negative in others
- OK little change

Table V-2(b): Assessment of Impacts: Summary for East Sacramento Alternatives

Neighborhood: East Sacramento									
Alternative	Specific Criteria								
	Reduce Traffic	Enhance Residential Quality	Reduce Speeds	Improve Safety	Reduce Emissions	Accommodate Growth	Preserve Emergency Access	Sustain Commercial Activity	Minimize Implementation Costs
Status Quo	--	--	--	-	-	-	-	OK	+
Signalization	--	--	-	-	Maybe	Minor	Minor	OK	--
Through Traffic Diversion with Intersection Control	+	+	Mixed	+	+	+	+	Mixed	--
Modified Traffic Cells with Intersection Control	++(H) -(other E/W)	++(H) -(other E/W)	+	Mixed	Mixed	-	Mixed	Mixed	--

Key:

- negative/no
- somewhat negative
- ++ positive/yes
- + somewhat positive
- Maybe depends on specifics of each application
- Minor minor impacts; may be mixed or site-specific
- Mixed positive in some places and negative in others
- OK little change

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

RESOLUTION APPROVING IMPLEMENTATION OF A FOUR PHASE PROCESS TO CONVERT G AND H STREETS TO TWO-WAY TRAFFIC OPERATIONS AND INITIATE A FOLLOW-UP STUDY FOR EAST SACRAMENTO

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

1. That the City Planning Commission recommendation for the Midtown Neighborhood Advisory Committee Majority Plan for the conversion of G and H Streets in Midtown from one-way to two-way operation and installation of traffic control devices specified within the plan is hereby approved contingent upon the four phase process for implementation outlined herein; and
2. That staff is hereby directed to conduct a four phase process for the implementation of 1. above, as follows:
 - a. A feasibility analysis shall be conducted to assess the impacts of two-way conversion of G and H Streets in Midtown and traffic diversion on the overall roadway network in Midtown as well as the central city;
 - b. Preliminary design of proposed traffic diversions should be included in the feasibility study in a., above;
 - c. Environmental review of the impacts of conversion of G and H Streets in Midtown and traffic diversion shall be conducted following completion of the feasibility analysis and preliminary design in a. and b., above; and
 - d. The City Capital Improvement Program should be amended as necessary for any implementation following the feasibility analysis and environmental review.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**RESOLUTION APPROVING THE OPERATION OF G AND H STREETS
IN MIDTOWN AS ARTERIALS AND DIRECTING STAFF TO CONDUCT A
DOWNTOWN TRANSPORTATION STUDY AND DEVISE A PLAN TO ENHANCE THE
RECOGNITION OF G AND H STREETS IN MIDTOWN AS RESIDENTIAL
AND INITIATE A FOLLOW-UP STUDY FOR EAST SACRAMENTO**

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

1. That, until alternate transportation capacity is provided to Downtown Sacramento, G and H Streets in Midtown Sacramento should hereby continue to function as arterial streets, they should not be converted to two-way operation, and no physical diverters should be installed;
2. That staff is hereby directed to conduct a comprehensive Downtown Transportation Study to identify current and future transportation needs for facilitating downtown travel and balancing the issues of neighborhood preservation, Downtown growth, and central city traffic circulation; and
3. That staff is hereby directed to return to City Council in 90 days with a plan designed to enhance the recognition of G and H Streets in Midtown as residential while keeping G and H Street traffic operations one-way.
4. That staff is hereby directed to initiate a follow-up study for East Sacramento of outstanding traffic circulation issues identified by the Neighborhood Preservation Transportation Plans.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

3. That staff is hereby directed to initiate a follow-up study for East Sacramento of outstanding traffic circulation issues identified by the Neighborhood Preservation Transportation Plans.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

**WRITTEN SUPPORT FOR THE
MIDTOWN TRAFFIC NEIGHBORHOOD ADVISORY COMMITTEE PLAN
AS OF NOVEMBER 12, 1991**

INDIVIDUAL SACRAMENTO RESIDENTS

MORE THAN 1000 LETTERS, POSTCARDS AND PETITION SIGNATURES

- ELDERLY
- YOUTH
- COMMUTERS
- MIDTOWN RESIDENTS
- SACRAMENTANS NOT LIVING IN MIDTOWN
- BUSINESS OWNERS

REGIONAL PLANNING & ENVIRONMENTAL AGENCIES

- **SIERRA CLUB**--"It is clear from the consultant's findings that high speeds on through streets are creating hazards for children, adults, and bicyclists. The Sierra Club...is supporting the quality of life in urban neighborhoods...which will reduce dependence on the automobile."
- **SACRAMENTO OLD CITY ASSOCIATION (SOCA)**: "...the NAC plan is essential to protect and enhance residential living in Midtown. The measures adopted by the NAC have been proven effective in cities all over the country. "
- **ENVIRONMENTAL COUNCIL OF SACRAMENTO (ECOS)**: "This Plan is necessary...for the health and safety of the central city neighborhoods. The plan would encourage transportation alternatives...[and]...encourages an improved jobs/housing balance."
- **SACRAMENTO TRANSPORTATION COALITION**: We are equally excited about the potential regional benefits of the proposed plan...for a balanced, safe, and environmentally sound transportation system....The proposed Midtown ...Plan will provide a Sacramento prototype for low cost, yet effective ways to preserve residential neighborhoods from the detrimental effect of burgeoning traffic....This is especially significant in the central city if we wish to continue the wise urban strategy of concentrating intense commercial and retail development in the downtown business core while preserving residential livability."
- **SACRAMENTO COUNTY ALLIANCE OF NEIGHBORHOODS**

EAST SACRAMENTO & CENTRAL CITY NEIGHBORHOOD ASSOCIATIONS

- BOULEVARD PARK NEIGHBORHOOD ASSOCIATION
- FREEMONT PARK NEIGHBORHOOD ASSOCIATION
- POVERTY RIDGE NEIGHBORHOOD ASSOCIATION
- WASHINGTON PARK NEIGHBORHOOD IMPROVEMENT GROUP
- SEVENTEENTH STREET COMMONS
- EAST SACRAMENTO IMPROVEMENT ASSOCIATION
- H STREET ASSOCIATION
- WINN PARK/CAPITOL AVENUE NEIGHBORHOOD ASSOCIATION
- SOUTHSIDE PARK NEIGHBORHOOD ASSN

BUSINESSES

Fifty businesses in the Midtown to Downtown area have sent letters or signed petitions of support.

ASSEMBLYMAN PHILLIP ISENBURG

"I support the proposal to reduce traffic volume and speed in the Midtown area. Sacramento needs to preserve its downtown neighborhoods. One of the most distinguishing features of Sacramento is that downtown is a desirable place to live. But to maintain that quality of life in the residential areas traffic conditions need to be tamed. In my opinion, the solution can protect the neighborhood and not do injustice to commuters."

NEW ERA PARK NEIGHBORHOOD ASSOCIATION
P.O. Box 162903
Sacramento, CA 95816

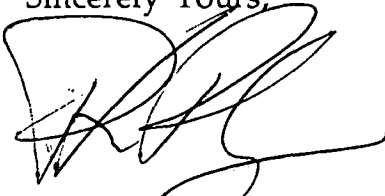
11 November 1991

Dear Mayor and City Councillors,

We at NEPNA would like to submit our wholehearted endorsement of the Majority Plan of the Midtown Transportation Plan. We urge you to approve the Majority Plan. We need to begin to develop alternative transportation schemes and this plan does that. None of the proposals are in stone and many of the details will need to be worked out by engineers and other technical experts.

This Plan represents a step in the right direction. Please vote for it.

Sincerely Yours,

A handwritten signature in black ink, appearing to read 'Preston Rudy', written over a faint, illegible stamp or background.

Preston Rudy
for NEPNA

**Sacramento City Council
Public Hearing: Midtown Traffic Plan
November 12, 1991**

Ira Saletan, East Sacramento Improvement Association

I speak to you this evening as a representative of the East Sacramento Improvement Association, which I serve as a member of the board of directors, and as an individual with my own history and perspective. Because I only have a few minutes for my remarks, I will limit myself to comments on the proposed neighborhood preservation transportation plan for the midtown area. However, it should be noted that the Association fully supports continued efforts to address similar issues in the East Sacramento study area as was emphasized in testimony before the Planning Commission in August.

If the midtown plan recommended by the neighborhood advisory committee is implemented, the traffic grid would change and we would have to change our thinking and driving habits. With less direct driving routes available through midtown, we would learn to plan our trips differently by using other routes, or allowing a little more driving time, or using public transit, or bicycling or walking more frequently.

Because the measures in this plan would require us on a daily basis to slow down and consider the choices available to us and their consequences, they should be seen as assets rather than liabilities. After all, this is exactly the kind of behavioral change which is needed if we are to change the commuting patterns which have created our serious transportation and air quality problems.

The price that we would pay for this plan is a small one, given the ultimate cost of doing less. The East Sacramento Improvement Association believes that the need for neighborhood preservation in this instance should clearly take precedence over commuters' convenience. We believe the minor inconvenience which would result is a small price to pay for the substantial benefits that will be gained.

The opposition to this plan that we have witnessed is, in some ways, very understandable. Living in an urban area where gridlock appears to be overtaking us year by year, jeopardizing our mobility and quality of life, we may resist and resent those changes in our environment which appear to threaten the mobility we enjoy. But in a world of change and growing interdependence, we must learn to adjust our expectations and lifestyle to fit new realities.

I conclude with some underlying feelings of caution and concern. The midtown planning process has generated considerable controversy. Public officials and agency staff have a pronounced tendency to choose the course of least resistance and greatest short-term political safety by abandoning or substantially weakening proposals which generate vocal opposition. The Council is being asked and pressured by some to consider weaker alternatives, which would be much less effective than the proposed plan.

If the recommended plan is abandoned or seriously compromised, we are sending out a message that this community lacks the vision and courage to design a livable, urbanized future for ourselves. We have seen the consequences of not acting until it is too late, on the streets of Los Angeles and other cities -- neighborhoods sacrificed on the altar of the automobile, overrun in our single-minded desire to move about as quickly and easily as possible in our motorized machines, regardless of the social costs to ourselves and our neighbors. That will be our future unless we take decisive and creative measures to change the way our city functions so that we support neighborhoods like those in midtown that make this the vital and special place it is.

Sacramento has an important decision to make, one with significant long-term consequences. Will we choose to implement this plan, which asks us to make reasonable and necessary changes in the way we live? Or will we choose the alternative -- the steady, irreversible deterioration of valuable urban residential neighborhoods due to the impacts of traffic and poor planning?

The Association joins many other organizations and concerned citizens of this community in strongly supporting the plan which has been recommended by the Neighborhood Advisory Committee. We call on members of the City Council to demonstrate positive leadership for change by constructively addressing and endorsing this plan.

For the record, I am submitting the text of my testimony this evening and copies of correspondence between myself and Councilman Pane on this issue. As Mr. Pane knows, I have approached him directly in writing with serious questions concerning his position and attitude to date toward the midtown plan. Other members of the Council may benefit from the fuller explanation of my concerns in our exchange; in particular, the vital need for Council leadership on this issue. My criticism of Mr. Pane's failure to provide positive leadership for change in this instance is shared by many. We hope and expect that his colleagues on the Council will demonstrate greater wisdom and political courage.

July 3, 1991

Councilman Josh Pane
915 I Street #205
Sacramento, CA 95814

Dear Josh:

The purpose of this letter is to encourage you to give full consideration to the merits of the proposed midtown traffic plan and to explain why I believe this plan deserves the City Council's support. I understand that you do not currently support this plan, but hope that you can be persuaded to do so because of the local and regional implications of this policy decision for the viability of urban neighborhoods and our efforts to address metropolitan traffic and air quality problems.

I am a resident of East Sacramento and a member of the board of directors of the East Sacramento Improvement Association. ESIA, as you know, has taken a position in support of the proposed traffic plan. However, I am writing to express personal concerns and not as an ESIA representative. Having lived in Berkeley and observed the effects of traffic barriers and diverters there, I was initially somewhat skeptical when I heard of traffic mitigation proposals that were under consideration here. However, as I have gained a better understanding of the ways in which the midtown plan would function and the beneficial effects of such a plan, I have come to recognize the many positive aspects of this proposal.

First, this plan would *not* impede circulation through the use of traffic barriers or diverters as in areas such as Berkeley. The plan would require those who wish to drive through midtown to and from downtown to modify the routes we take and would increase driving times. However, these changes should not prove to be unduly restrictive for most motorists.

The accessibility of midtown and downtown locations, including local businesses, would *not* be substantially reduced as a result of the proposed circulation plan. I expect we and many others would continue to patronize businesses in this area. In fact, I expect with effective marketing that patronage at these businesses should benefit from the various positive aspects of this plan. As the proposed traffic and circulation improvements improve the overall safety and ambiance of commercial districts in midtown, they will indirectly promote increased shopping and commercial activity in these areas.

*Josh Pane/Midtown Plan
July 3, 1991
Page Two*

Conversely, to the extent that we allow congestion, hazards, and other problems associated with increased midtown traffic to degrade conditions in this area, it will become less desirable as a place to live and shop. A "default scenario" of this kind (which could well result from a political and policy standoff) would be a great disservice to the businesses as well as the residential districts that give this portion of our city its vital and unique mixed-use character.

Second, to the extent that it requires residents and drivers to use more forethought in their commute decision-making, the plan represents an unprecedented opportunity to demonstrate how we *can* meet the social and environmental challenges that confront us by changing commuting patterns, reducing automobile use, and increasing our reliance on alternative modes of transportation. I will illustrate my point with a personal example.

Despite the relatively short distance between our East Sacramento neighborhood and downtown, my spouse currently drives daily to her job downtown and both of us frequently drive downtown for shopping and errands. For many of these trips, we use G Street and H Street through midtown because of the easy access they provide. If the proposed midtown plan were implemented, our habits would change as we adapted to a new traffic grid. With less direct routes available through midtown, I expect we would both learn to plan our trips differently. As driving downtown becomes somewhat less convenient, we would probably make greater use of the local RT bus line (34), use our bicycles more frequently, and/or make fewer trips. Over time, we would adapt to changes in the circulation system by changing our perceptions and habits.

Multiply such changes by thousands of households and you begin to see ways in which the midtown plan can serve as a valuable tool and model in our efforts to achieve important environmental and social objectives. If we are not willing to take steps such as this, then I do not think we are really serious about making the changes necessary to deal with cumulative traffic and air quality problems in the near future.

Third and most importantly, the midtown traffic plan should be seen as an integral element of ongoing efforts to preserve and enhance residential areas in the central city. Your outspoken support of neighborhood preservation efforts in midtown and other areas has been particularly welcome and noteworthy. However, if this plan is rejected and no effective alternative is implemented in the near future, I believe that efforts by yourself and others on behalf of midtown preservation will be substantially undermined.

Josh Pane/Midtown Plan
July 3, 1991
Page Three

Midtown features several valuable (irreplaceable) but highly fragile residential and mixed-use neighborhoods. Increasing traffic problems could easily destroy the critical equilibrium in this area and send it into decline, as has occurred to many central-city or urban neighborhoods in Los Angeles and other cities with which I am familiar. Those who have not experienced the compound, long-term impacts of through-traffic on residential streets cannot fully appreciate the damage done to areas which were once vital neighborhoods.

We have sacrificed far too many neighborhoods to accommodate the automobile. Hopefully, we have learned from past mistakes that the social and environmental cost of this course is one we can no longer afford. Our future as a community and society depends on how we respond in situation such as this, when we have a major opportunity to make structural (albeit incremental) changes in the ways we live and use resources. To foreclose or forfeit pivotal opportunities of this kind is to abdicate our leadership and social responsibilities, insofar as the failure to act perpetuates patterns that exacerbate pressing environmental and social problems.

In conclusion, I hope you will carefully consider the concerns I have raised and will approach the upcoming Council deliberations on this critical issue thoughtfully and constructively. You have a unique opportunity in this instance to demonstrate that your leadership qualities include the ability to be a resourceful, effective problem-solver and consensus-builder under difficult circumstances. I realize that there is substantial political pressure from some corners of this community to generally maintain the status quo and avoid making decisions that may inconvenience some residents. However, it is vital (now more than ever) that we demonstrate collective wisdom and courage in making such decisions for the sake of our future welfare. This constituent and many others will be paying close attention to how you and other Council members respond to the challenge before you.

I look forward to hearing from you concerning my comments on this matter, and to the Council's consideration of the proposed midtown plan. I invite you to call me at work (732-6207) or home (451-4556) if you wish to discuss any related questions or issues.

Sincerely,



Ira Saletan



OFFICE OF THE
CITY COUNCIL

CITY OF SACRAMENTO
CALIFORNIA
July 11, 1991

CITY HALL
ROOM 205
915 I STREET
SACRAMENTO, CA
95814-2672

JOSH PÁNE
pronounced PAH-nay
COUNCILMEMBER
DISTRICT THREE

PH 916-449-5679
FAX 916-449-8680

Mr. Ira Saletan
521 Pico Way
Sacramento, CA 95819

Dear Mr. Saletan:

Thank you for your letter regarding the Midtown Traffic Plan.

I have enclosed a copy of the Midtown Plan and have highlighted the new stop signs, diverters, one-way blocks, traffic circles, and half closures. While modifying driving patterns through the midtown area, the plan puts more traffic on residential streets such as L and K Streets. Clogging the streets with idling cars exacerbates the air quality problem we have in Sacramento, and does not improve quality of life in neighborhoods, therefore, I can not support the plan.

Bicycling, carpooling and the use of Regional Transit will clean our air, and I am doing my best to set an example by using alternate modes of transportation. While I respectfully disagree with you regarding the Midtown proposal, I know we both look forward to cleaner air in Sacramento. Employers are beginning to use incentive programs for ride sharing and alternate modes of transportation, and the City will be implementing such a program in the near future. I believe we are moving in the right direction.

I appreciate your taking the time to write me. Please call upon me if I can be of any assistance to you in the future.

Best regards,

JOSH PÁNE
(pronounced PAH-nay)
Councilmember, District 3
East Sacramento

JP:K/sb/b7
Enclosure

July 26, 1991

Councilman Josh Pane
915 I Street #205
Sacramento, CA 95814

Dear Josh:

I am *very* disappointed in your response (dated July 11) to my letter of July 3 concerning the proposed Midtown Traffic Plan. As you should have realized from the content of my letter, I am already familiar with features of this plan – features which you saw a need to reemphasize in your letter and highlight on the map that was enclosed with your reply. What I sought (but unfortunately was unsuccessful in obtaining from you) was a thoughtful response which gave due consideration to the merits of this plan.

I had gone to some effort to describe the plan's merits as I saw them: ways in which its effects on transportation patterns could enhance the Midtown area and would represent a significant step toward addressing growing traffic and air quality problems in the Sacramento area. Rather than speaking to the points I raised, you chose to ignore them and instead simply restated the reasons why you feel the plan as proposed should not be approved.

There is no indication in your letter of a willingness to consider points of view on this issue which differ substantially from your own. I find this most disturbing – not only because of what it indicates about your unresponsiveness to constituent concerns on this matter, but what it suggests more generally about your inability to listen and learn from divergent viewpoints (a hallmark of genuine understanding and leadership).

You advise me that "(b)icycling, carpooling, and the use of Regional Transit will clean our air, and I am doing my best to set an example by using alternate modes of transportation." You also refer hopefully to employer and City-sponsored programs to promote ride-sharing and use of alternative modes of transportation. All this is good, but it is *not enough*.

Until those in elected positions like yourself show the courage to implement measures such as the Midtown Traffic Plan, which would require and reinforce needed changes in transportation patterns by *structurally* altering the design and functions of our circulation system, we have little hope of catching up with and overtaking the growing traffic and air quality problems that confront us. Frankly, no matter *how* often you use alternative modes of transportation, you are setting a *poor* example as long as you resist and oppose such changes without offering more than "business as usual".

Given your limited and one-sided view on the Midtown Traffic Plan, I also now question the objectives which underlie your well-publicized efforts to preserve historic structures in the Midtown area. I had *assumed* (hopefully) that your interest in these matters was part of a larger vision, i.e. one that recognizes the importance of taking steps to maintain and enhance the vitality of older central-city neighborhoods in the face of forces that threaten to seriously impair them.

Since you appear either unaware or unconcerned about the demonstrable connections between traffic impacts and neighborhood character, which I emphasized in my letter, I surmise that your vision, leadership, and level of commitment are far more limited than I had hoped. Furthermore, I (and others who witness this sort of expedient posturing, with which we are all too familiar in political circles) must now wonder whether your positions on the Merriam Apartments and Memorial Auditorium represent much more than grandstanding. I hope so, but this experience has made me a skeptic. I am no longer inclined to give you the benefit of the doubt as I was before.

I closed my previous letter to you by pointing out the "unique opportunity in this instance to demonstrate that your leadership qualities include the ability to be a resourceful, effective problem-solver and consensus-builder under difficult circumstances." I also acknowledged that there exists "substantial political pressure from some corners of this community to generally maintain the status quo and avoid making decisions that may inconvenience some residents" and indicated that "(t)his constituent and many others will be paying close attention to how you and other Council members respond to the challenge before you." From your response, I have drawn the following conclusions, as unsatisfying to me as they are:

- You have turned away from a challenging opportunity to understand the need for change which this plan represents, opting for the safety of the status quo rather than the risks and rewards of leadership
- You have shown little regard for the views of those who have good reason to differ with you on this issue and expect greater consideration and insight from you as a Councilman

If these are *not* the messages you wish to be sending to constituents like myself, you had better clarify your intentions, reconsider the implications of your actions, and decide whether the course you choose in this case reflects the best you have to offer us.

Sincerely,



Ira Saletan

**Sacramento City Council
Public Hearing: Midtown Traffic Plan
November 12, 1991**

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July 3, 1991

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Sacramento, CA 95814*

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*Josh Pane/Midtown Plan
July 3, 1991
Page Two*

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*Josh Pane/Midtown Plan
July 3, 1991
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Sincerely,



Ira Saletan



OFFICE OF THE
CITY COUNCIL

JOSH PÁNE
pronounced PAH-nay
COUNCILMEMBER
DISTRICT THREE

Mr. Ira Saletan
521 Pico Way
Sacramento, CA 95819

CITY OF SACRAMENTO
CALIFORNIA
July 11, 1991

CITY HALL
ROOM 205
915 I STREET
SACRAMENTO, CA
95814-2672

PH 916-449-5679
FAX 916-449-8680

Dear Mr. Saletan:

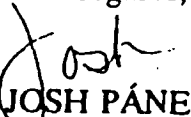
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I appreciate your taking the time to write me. Please call upon me if I can be of any assistance to you in the future.

Best regards,


JOSH PÁNE

(pronounced PAH-nay)
Councilmember, District 3
East Sacramento

JP:K/sb/b7
Enclosure

July 26, 1991

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915 I Street #205
Sacramento, CA 95814

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I had gone to some effort to describe the plan's merits as I saw them: ways in which its effects on transportation patterns could enhance the Midtown area and would represent a significant step toward addressing growing traffic and air quality problems in the Sacramento area. Rather than speaking to the points I raised, you chose to ignore them and instead simply restated the reasons why you feel the plan as proposed should not be approved.

There is no indication in your letter of a willingness to consider points of view on this issue which differ substantially from your own. I find this most disturbing -- not only because of what it indicates about your unresponsiveness to constituent concerns on this matter, but what it suggests more generally about your inability to listen and learn from divergent viewpoints (a hallmark of genuine understanding and leadership).

You advise me that "(b)icycling, carpooling, and the use of Regional Transit will clean our air, and I am doing my best to set an example by using alternate modes of transportation." You also refer hopefully to employer and City-sponsored programs to promote ride-sharing and use of alternative modes of transportation. All this is good, but it is *not enough*.

Until those in elected positions like yourself show the courage to implement measures such as the Midtown Traffic Plan, which would require and reinforce needed changes in transportation patterns by *structurally* altering the design and functions of our circulation system, we have little hope of catching up with and overtaking the growing traffic and air quality problems that confront us. Frankly, no matter *how* often you use alternative modes of transportation, you are setting a *poor* example as long as you resist and oppose such changes without offering more than "business as usual".

Given your limited and one-sided view on the Midtown Traffic Plan, I also now question the objectives which underlie your well-publicized efforts to preserve historic structures in the Midtown area. I had *assumed* (hopefully) that your interest in these matters was part of a larger vision, i.e. one that recognizes the importance of taking steps to maintain and enhance the vitality of older central-city neighborhoods in the face of forces that threaten to seriously impair them.

Since you appear either unaware or unconcerned about the demonstrable connections between traffic impacts and neighborhood character, which I emphasized in my letter, I surmise that your vision, leadership, and level of commitment are far more limited than I had hoped. Furthermore, I (and others who witness this sort of expedient posturing, with which we are all too familiar in political circles) must now wonder whether your positions on the Merriam Apartments and Memorial Auditorium represent much more than grandstanding. I hope so, but this experience has made me a skeptic. I am no longer inclined to give you the benefit of the doubt as I was before.

I closed my previous letter to you by pointing out the "unique opportunity in this instance to demonstrate that your leadership qualities include the ability to be a resourceful, effective problem-solver and consensus-builder under difficult circumstances." I also acknowledged that there exists "substantial political pressure from some corners of this community to generally maintain the status quo and avoid making decisions that may inconvenience some residents" and indicated that "(t)his constituent and many others will be paying close attention to how you and other Council members respond to the challenge before you." From your response, I have drawn the following conclusions, as unsatisfying to me as they are:

- You have turned away from a challenging opportunity to understand the need for change which this plan represents, opting for the safety of the status quo rather than the risks and rewards of leadership
- You have shown little regard for the views of those who have good reason to differ with you on this issue and expect greater consideration and insight from you as a Councilman

If these are *not* the messages you wish to be sending to constituents like myself, you had better clarify your intentions, reconsider the implications of your actions, and decide whether the course you choose in this case reflects the best you have to offer us.

Sincerely,



Ira Saletan

BUSINESS SUPPORT FOR MIDTOWN NAC MAJORITY PROPOSAL
AS OF 11/12/91

Professional Therapy, Inc.	2720 Capitol Ave.	447-5592	Kay B. Avila, CMT
Joann's Elegant Gifts	1019 L St.	442-0207	Joann Mizutani
The Bread Store	1716 J St.	441-0181	Tom Karras
Rakela Company	1412 20th St.	447-2277	Robert Rakela
Patsy K. Schiff, Atty at Law	2300 N St., Ste. 4	442-5518	Patsy Schiff
Tango Bistro	1315 21st St.	444-9236	Carol Vail
Tarika	1804 J St.	442-7705	Joan Callaway
Kadi Hats	2531 H St.	441-2939	Karen/David Indreland
Patrick's - A Hair Salon	2529 H St.	448-1542	Patrick Green
International Hunting Consultants	2400 I St.	443-3500	Art Kolp
World's Best Comics	1815 K St.	443-1157	Ross Rojek
SS&O Consulting	1822 G St.	448-8851	Michele Bowers/ Margarita Banda
Whisler Land Company/Whisler Financial Group	2509 Capitol Ave.	446-6666	Mark Whisler
1731 Eye Street Partnership	1731 I St.	446-2136	
Michael Saint John, Realtor	2509 Capitol Ave.	446-6686	Michael St. John
George Bramson, Boarding House Proprietor	521 T St., #D	444-9238	George Bramson
E Street Records			
Gelati Robi	2317 J St.	442-7624	Robert Holland
Time Tested Books	1114 21st St.	447-5696	Peter Keat
Malki's Art Services	2530 J St.	447-7558	Jeffrey/Suzanna Spiro
Bon Air Market & Deli	2531 J St.	441-5958	Dhiroo/Pushpa Jivan
D J Market	2331 I St.	444-2919	Dhiroo/Pushpa Jivan
Art Related Things	2500 J St.	443-1770	Jonathan Lewis
MD Printing & Publishing	2522 J St.	443-5583	Dennis/Marsha Sydnor
Newbert Hardware Co.	1700 J St.	442-3684	Glen Vanderford
Richard Press Fine & Scholarly Books	1727 1/2 I St.	447-3413	Richard Press
Fowler's Toys	2504 J St.	444-2933	Diane Fowler
Suttertown News	1731 L St.	448-9881	Tim Holt
Hartley House Inn	700 22nd St.	447-7829	Randy Hartley
Crossings at Midtown	2502 J St.	447-8015	Linda Helmke
Edward J. Cox, Architect	2118 E St.	442-7407	Edward J. Cox
Broadcast Services International	2618 J St.	446-3594	Lyn Guin
Sunny's Market	2800 G St.	441-5604	Daljit Singh
Aunt Abigail's Bed & Breakfast	2120 G St.	441-5007	Ken/Suzanne Ventura

BUSINESS SUPPORT FOR MIDTOWN NAC MAJORITY PROPOSAL (cont'd.)

Woodard-Ficetti Cleaners	2201 J St.	442-7636	Deborah Andreotti
2001 'Ntiques	2001 N St.	447-0663	
Marcene's Beauty Salon	916 25th St.	442-7636	Marcene Scribner
The Tree of Life	918 25th St.	447-3336	Carole Hicks Graham
City Bicycle Works	2419 K St.	447-2453	Jess Polakoff
Mogavero & Associates	2229 J St.	443-1033	David Mogavero
Lioness Books	2224 J St.	442-4657	Theresa Corrigan
Amber House Bed & Breakfast	1315 22nd St.	444-8085	Jane Ramey
Bear Flag Inn Bed & Breakfast	2814 I St.	448-5417	J. R. Anderson
J Street Auto Service	1615 J St.	442-2101	Asghar Nezamfar
Rex Cycles	1930 Capitol Ave.	446-5706	Steve Rex
Celestin's Restaurant	2516 J St.	444-2423	Phoebe Celestin

Bold indicates MBA member

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**RESOLUTION APPROVING THE OPERATION OF G AND H STREETS
IN MIDTOWN AS ARTERIALS AND DIRECTING STAFF TO CONDUCT A
DOWNTOWN TRANSPORTATION STUDY AND DEVISE A PLAN TO ENHANCE THE
RECOGNITION OF G AND H STREETS IN MIDTOWN AS RESIDENTIAL
AND INITIATE A FOLLOW-UP STUDY FOR EAST SACRAMENTO**

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

1. That, until alternate transportation capacity is provided to Downtown Sacramento, G and H Streets in Midtown Sacramento should hereby continue to function as arterial streets, they should not be converted to two-way operation, and no physical diverters should be installed;
2. That staff is hereby directed to conduct a comprehensive Downtown Transportation Study to identify current and future transportation needs for facilitating downtown travel and balancing the issues of neighborhood preservation, Downtown growth, and central city traffic circulation; and
3. That staff is hereby directed to return to City Council in 90 days with a plan designed to enhance the recognition of G and H Streets in Midtown as residential while keeping G and H Street traffic operations one-way.
4. That staff is hereby directed to initiate a follow-up study for East Sacramento of outstanding traffic circulation issues identified by the Neighborhood Preservation Transportation Plans.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

RESOLUTION APPROVING IMPLEMENTATION OF A FOUR PHASE PROCESS TO CONVERT G AND H STREETS TO TWO-WAY TRAFFIC OPERATIONS AND INITIATE A FOLLOW-UP STUDY FOR EAST SACRAMENTO

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

1. That the City Planning Commission recommendation for the Midtown Neighborhood Advisory Committee Majority Plan for the conversion of G and H Streets in Midtown from one-way to two-way operation and installation of traffic control devices specified within the plan is hereby approved contingent upon the four phase process for implementation outlined herein; and
2. That staff is hereby directed to conduct a four phase process for the implementation of 1. above, as follows:
 - a. A feasibility analysis shall be conducted to assess the impacts of two-way conversion of G and H Streets in Midtown and traffic diversion on the overall roadway network in Midtown as well as the central city;
 - b. Preliminary design of proposed traffic diversions should be included in the feasibility study in a., above;
 - c. Environmental review of the impacts of conversion of G and H Streets in Midtown and traffic diversion shall be conducted following completion of the feasibility analysis and preliminary design in a. and b., above; and
 - d. The City Capital Improvement Program should be amended as necessary for any implementation following the feasibility analysis and environmental review.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

3. That staff is hereby directed to initiate a follow-up study for East Sacramento of outstanding traffic circulation issues identified by the Neighborhood Preservation Transportation Plans.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

10-1

MIDTOWN ALLIANCE FOR SENSIBLE STREETS
2015 E Street
Sacramento, California 95814
(916)447-9716

PETITION IN OPPOSITION

to

MIDTOWN NEIGHBORHOOD ADVISORY COMMITTEE MAJORITY PLAN

Submitted to City Council: November 12, 1991

**PLANNING AND DEVELOPMENT
DEPARTMENT REVIEW**

OVERVIEW

Planning and Development Department Review

PROJECT REVIEW TEAM

Jack Crist, Deputy City Manager (Team Leader)

Sharon Cardenas, City Attorney

Michael Coleman, Sr. Mgt. Analyst, Finance Dept.

Nancy Killian, Admin. Analyst, Plan. & Devel. Dept.

Ted Kobey, Assistant City Attorney

Betty Masuoka, Director of Finance

Frank Murgartegui, Director of General Services

Greg Norton, Internal Audit Administrator

Ken Nishimoto, Budget Manager

Robert Thomas, Acting Dir. of Planning & Development

Barbara Weaver, Director of Data Management

Planning & Development Department Review

METHODOLOGY

- o Extensive Interviews
- o Operations and Technical Review
 - Application Process
 - Environmental (CEQA) Risk Assessment
 - Finance, Budget, Revenue
 - Telephone System
 - Automation
- o Site Visits
 - Sacramento County
 - San Jose
 - Riverside
 - Long Beach
 - Fresno
- o Employee Survey
- o Applicant Group Meetings

PLANNING & DEVELOPMENT DEPARTMENT REVIEW

POSITIVE ASPECTS

- o Interdepartmental Applications Task Force**
- o Special and Mitigation Conditions Monitoring Unit**
- o Focus on Cost Recovery and Fiscal Accountability**
- o Employee Orientation Program**
- o Improved Teamwork and Cooperation**
- o High Staff Morale and Eagerness to Improve**

PLANNING AND DEVELOPMENT DEPARTMENT REVIEW

SCOPE OF PROJECT

- o **Organization, Staffing and Administrative Procedures**
 - Administration
 - Planning
 - Environmental Services
 - Building Inspections

- o **Organizations Not Reviewed in Detail**
 - Neighborhood Services
 - Economic Development
 - Organizations were included in interviews, employee surveys, telephone survey, etc.

- o **Applications Processing Review**
 - Planning and Environmental Services
 - Building Inspections later time

Planning & Development Department Review

REPORT OUTLINE

Department Profile

- Mission
- Historical Data (Budget, Staffing, Workload)

Management and Organization

- Department Leadership
- Roles and Responsibility
- Organization Structure & Staffing Level
- Customer Service

Application Process

- Efficiency and Timeliness of Entitlement Phase
- Efficiency and Timeliness of Environmental Review
- Focus Group Meetings

Fiscal Control

- Finance and Revenue Functions
- Budget and Cost Recovery

Planning & Development Department Review

Outline Cont.

Technical Review

- Department Automation
- Telephone Systems

Survey Information

- Employee Questionnaire
- Site Visits

Appendix

- Detailed Automation Report
- Detailed Telephone Systems Report
- Site Visits -Detailed Reports
- List of Council Concerns
- Employee Survey

Planning & Development Department Review

FINANCIAL

- o Total costs of Staff, Service & Supplies, Equipment Range from \$550,000 to \$750,000**
- o No Budget Changes are Requested at This Time**
- o Additional Expenditures Must Matched Additional Resources or Reallocation of Existing Resources**
- o Additional Expenditures Must be Linked to Measurable Benefits**
- o Additional Staff & Costs must be considered in the Context of other Department, and City Wide Priorities**

Planning & Development Department Review

RECOMMENDATIONS

- 1. Approve in Concept**
- 2. Provide Additional Direction**
- 3. Report Back in 30 days with work program**

B. Thomas:

- Not employee focused -
- Customer service orientation.
- Staff levels.
- Processing of controversial applications.
- Routine items to be moved off of Council agenda.
- Implementation of recommendation report-back in 30 days.

Questions:

- Interrelationship with re-development staff - and projects.

**PLANNING AND DEVELOPMENT
DEPARTMENT REVIEW**

PRESENTATION OUTLINE

SECTION ONE
page: 14

DEPARTMENT PROFILE

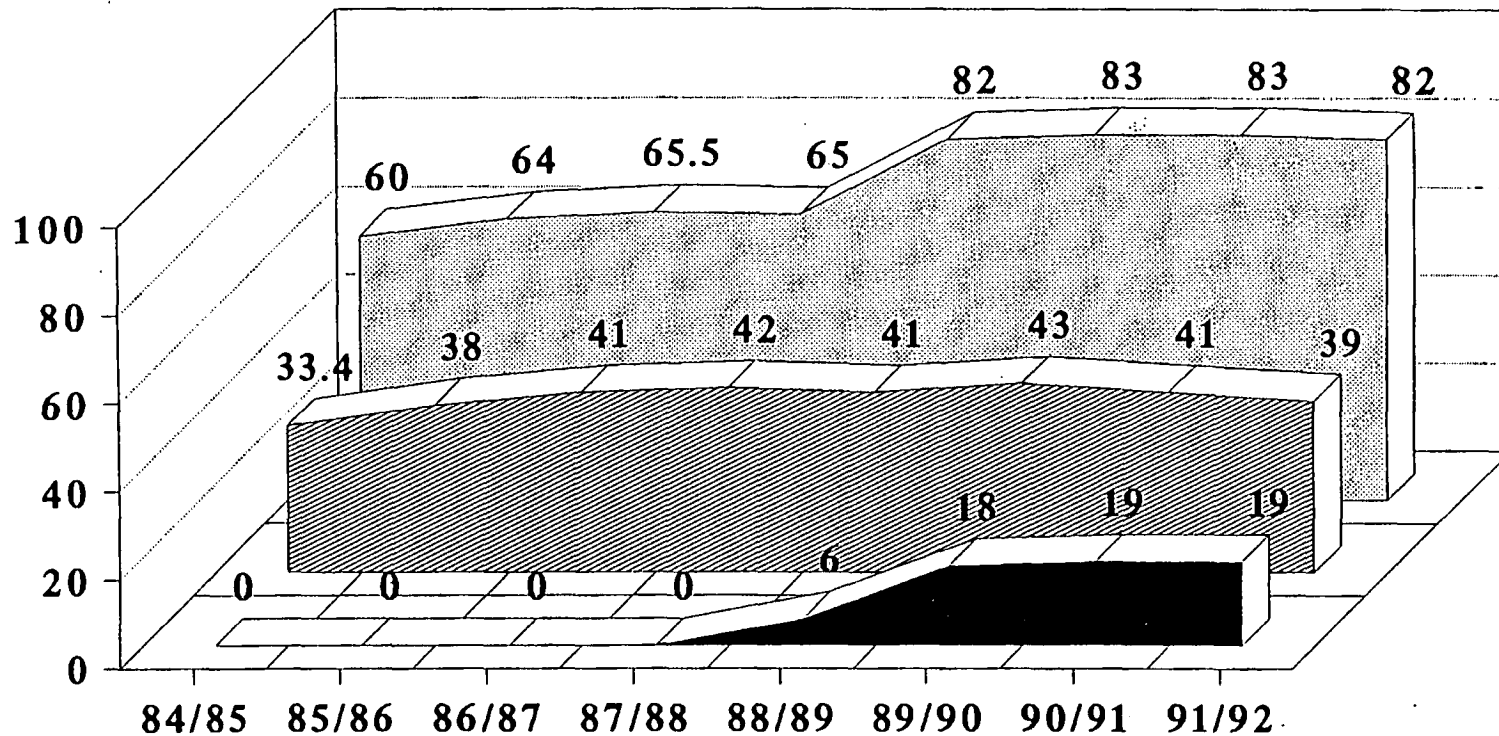
I. A Profile of the Department of Planning and
Development

SECTION TWO
page: 23

MANAGEMENT & ORGANIZATION SECTION

- I. Department Leadership
- II. Roles and Responsibilities
- III. Organizational Structure and Staffing Level
- IV. Customer Service

Staffing Levels Full Time Equivalent (FTE)



Environment Svcs
 Planning
 Building Inspections

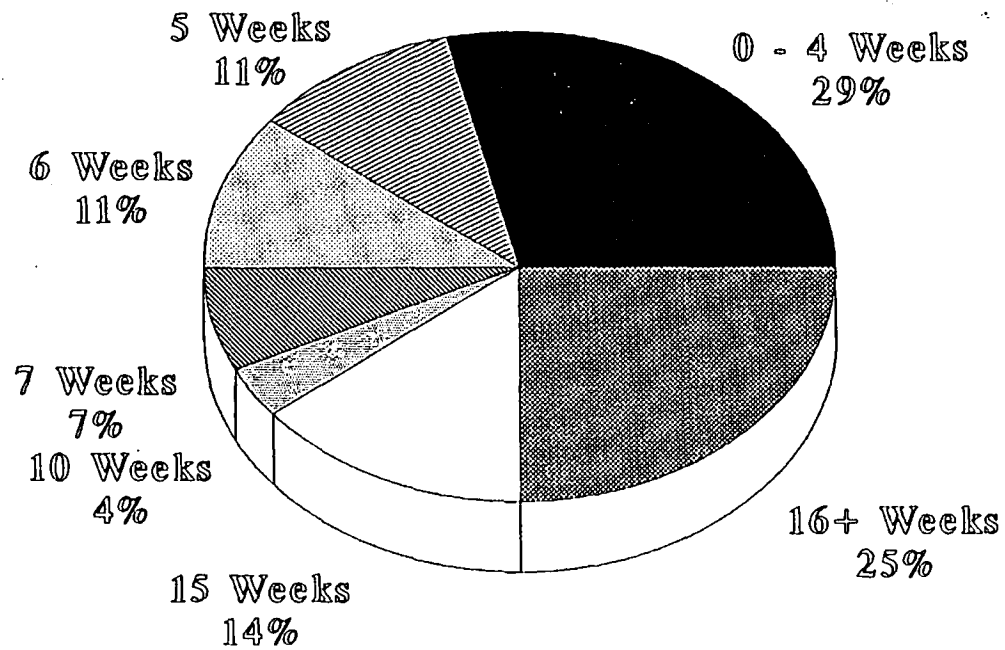
SECTION THREE

page: 37

APPLICATION PROCESS

- I. Efficiency and Timeliness of the Entitlement Phase of the Application Process
- II. Efficiency and Timeliness of Environmental (CEQA) Review
- III. Application Process - Focus User Group Meeting

Negative Declaration Four Month Sample



Processing Time

SECTION FOUR
page: 53

FISCAL CONTROL

- I. Department Finance and Revenue Functions
- II. Budget and Cost Recovery

SECTION FIVE
page: 61

TECHNICAL REVIEW

- I. Department Automation
- II. Telephones (Communication Systems)

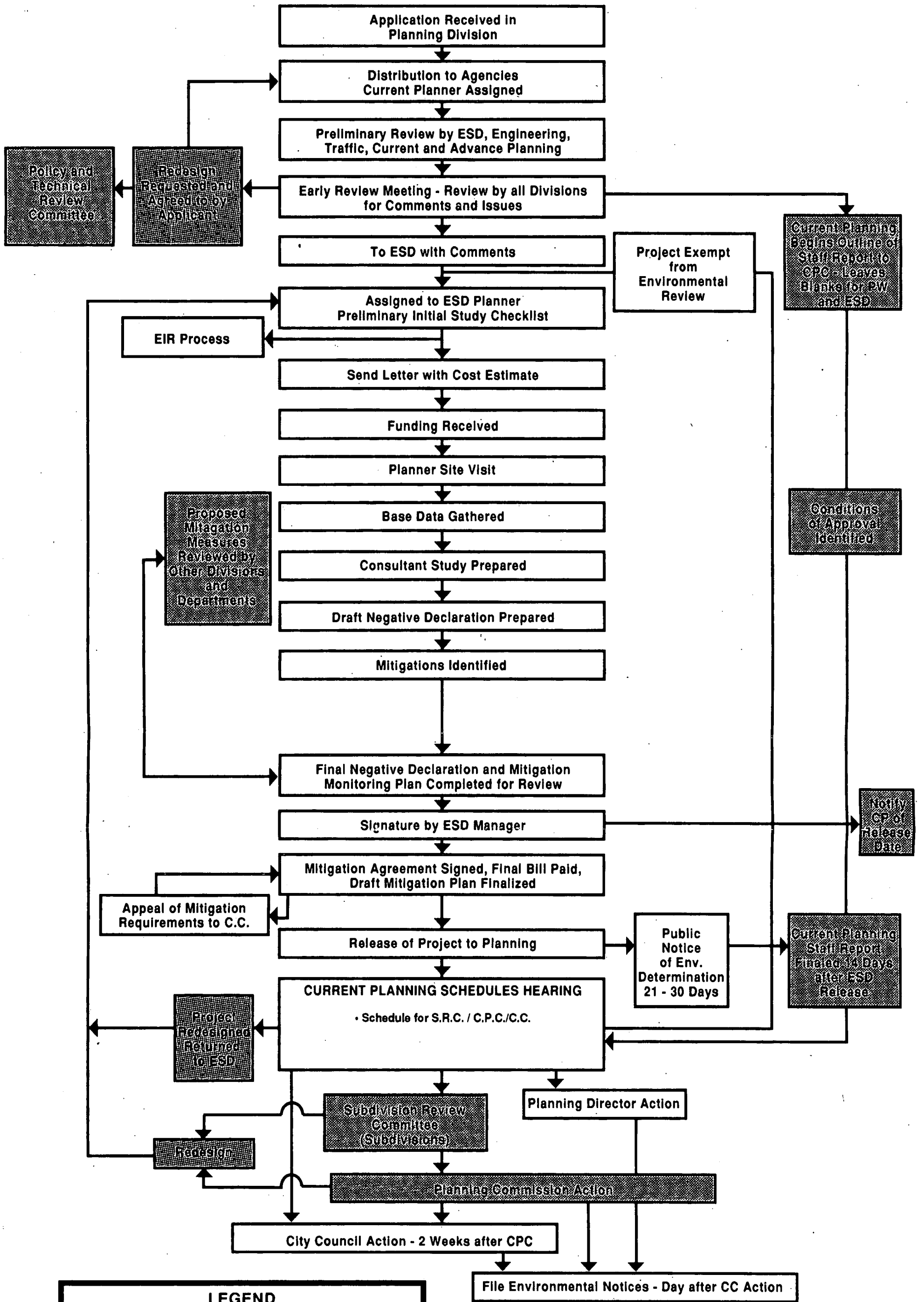
SECTION SIX
page: 67

SURVEY INFORMATION

- I. Employee Questionnaire
- II. City Site Visits

APPENDIX
page: 76

- A. Department Automation Report
- B. Telephone (Communication) Task Force report
- C. City Site Visits - Detail Reports
- D. List of Council Concerns
- E. Employee Survey



LEGEND

- Present Process
- Areas Where Problems Arise
- New Process