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DEPARTMENT OF
PUBLIC WORKS

TRAFFIC ENGINEERING
DIVISION

CITY OF SACRAMENTO
CALIFORNIA

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August 1, 2003

City Council
Sacramento, California

APPROVED
AUG 19 2003
OFFICE OF THE
CITY CLERK

**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM: PHASE I APPROVAL
FOR FRUITRIDGE MANOR NEIGHBORHOOD (PN: TS86)**

LOCATION AND COUNCIL DISTRICT:

The Fruitridge Manor neighborhood is bound by Fruitridge Road on the north, 65th Expressway on the east, 40th Avenue on the south and Stockton Boulevard on the west. Council District 6 (see map - Attachment A).

RECOMMENDATION:

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

CONTACT PERSON: Karen Shipley, Program Specialist, 808-8365

FOR COUNCIL MEETING OF: August 19, 2003

SUMMARY:

The Fruitridge Manor neighborhood has been a participant in the NTMP since the kick-off community meeting held in August 2002. The goals of the neighborhood are to reduce vehicular speeds to within 5 miles per hour of the speed limit, minimize the amount of "cut through" traffic with neighborhood signage and traffic calming measures and to improve the quality of life for neighborhood residents by increasing pedestrian and bicycle safety. The Phase I plan, developed by the Traffic Calming Committee (TCC), is designed to reduce speeds in targeted areas with the installation of speed humps and striping and improve pedestrian safety by changing standard crosswalks to the higher visibility triple-four crosswalk around the school. 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. Fruitridge Manor is the seventh neighborhood to participate in Council District 6. The kickoff meeting for the neighborhood was in August 2002. 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 NTMP progress.
- 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.
- Likewise, parking enforcement officers 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.

Phase I Improvements

The traffic calming plan involves placing physical devices, such as installation of speed humps and stop signs on neighborhood streets. The Phase I plan, including proposed devices and cost estimates, is shown on Exhibit A. 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, 30% (or 286) were returned with valid votes cast. Of those, 88% (or 252) were in favor of Phase I measures and 12% (or 34) 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:

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 Fruitridge Manor is \$24,465 as shown on Exhibit A to the resolution. The Fruitridge Manor project

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August 1, 2003

(PN: TS87) has a current total budget of \$25,000. As of July 23, 2003 the unobligated balance is \$24,584, which is sufficient to fund construction of traffic calming improvements in the Fruitridge Manor Neighborhood.

ENVIRONMENTAL CONSIDERATIONS:

The Planning and Building Department, Environmental Planning Services has reviewed the Fruitridge Manor Neighborhood Traffic Calming Plan and has determined that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) under Class 1, Section 15301(c) and Class 11, Section 15311(a) of the CEQA Guidelines. Projects exempted under Class 1, Section 15301(c), consist of the operation, repair, or minor alteration of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities involving negligible or no expansion of use. Projects exempted under Class 11, Section 15311(a), consist of the construction or replacement of minor structures accessory to existing commercial, industrial, or institutional facilities, including but not limited to on-premise signs.

POLICY CONSIDERATIONS:

The NTMP is consistent with the City's Strategic Plan for enhancing and preserving neighborhoods.

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:

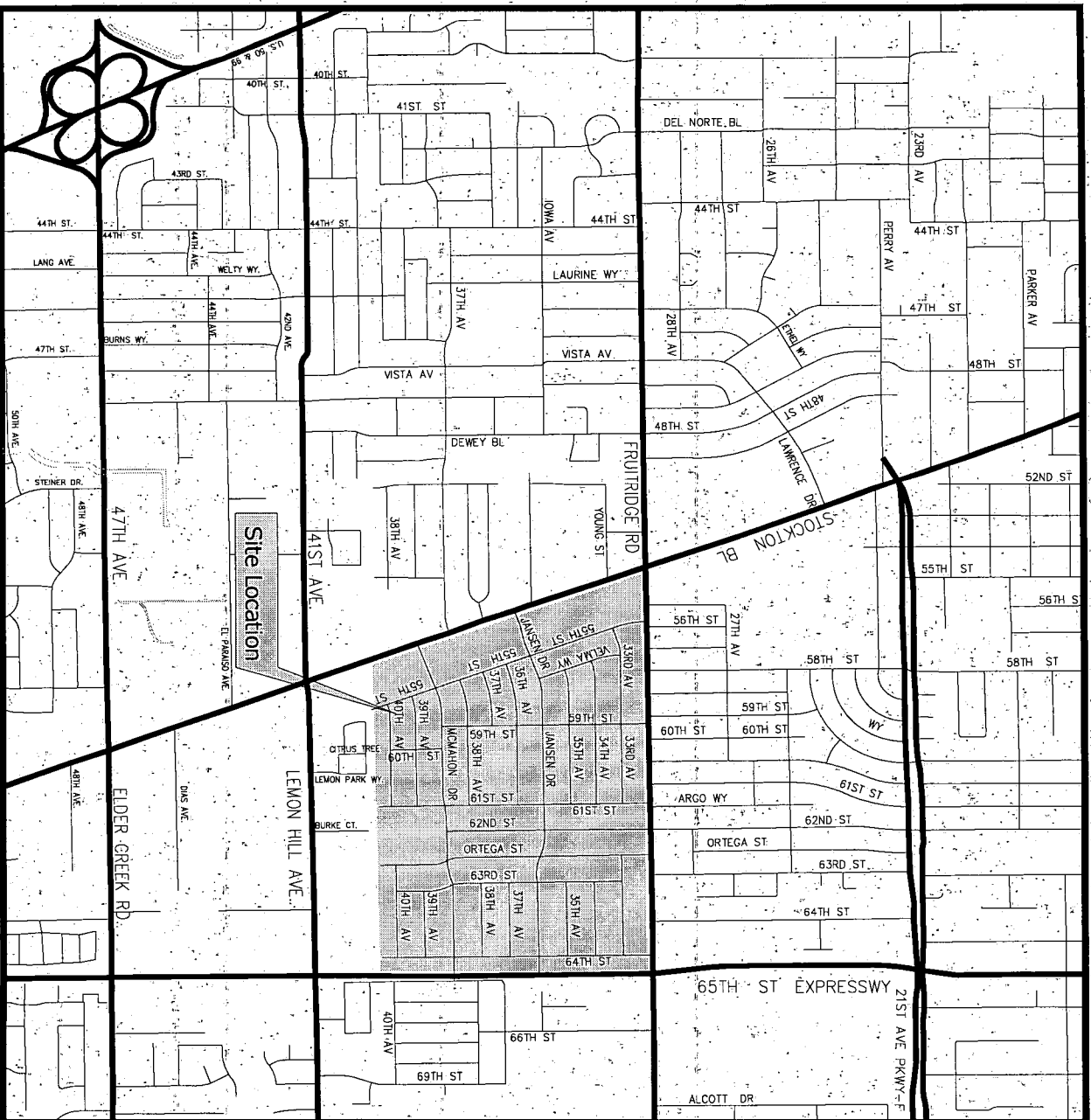


Thomas V. Lee
Deputy City Manager

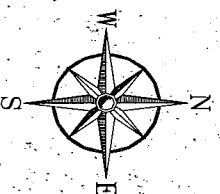
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3. Exhibit A Phase I Measures and Estimated Budget – pg.6

Fruitridge Manor Neighborhood



Map Contact: Kulwinder Chahal
Date: July 24, 2003



Department of
PUBLICWORKS
STOCKTON
CALIFORNIA



APPROVED
AUG 19 2003
OFFICE OF THE
CITY CLERK

RESOLUTION NO. 2003-516

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF 8/19/03

**RESOLUTION APPROVING PHASE I TRAFFIC CALMING MEASURES FOR
FRUITRIDGE MANOR NEIGHBORHOOD**

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

The Neighborhood Traffic Management Program Phase I traffic calming plan is hereby approved for the Fruitridge Manor neighborhood. The project budget is shown on Exhibit A.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

**FRUITRIDGE MANOR PHASE I MEASURES
AND ESTIMATED BUDGET**

<u>Quantity</u>	<u>Device/Location</u>	<u>Total Cost</u>
6	<u>Speed Humps</u> 55 th Street (3), 59 th Street (1), 61 st Street (2)	9,000
2	<u>Parking Striping on Jansen and McMahon</u> Parking Lane broken for driveways	1,550
1	Centerline striping on Jansen and McMahon	1,200
12	<u>Stop Signs</u> On 33 rd Av at 59 th St. (2) On 34 th Av at 59 th St. (2) On 35 th Av at 59 th St. (2) On 36 th Av at 61 st St. On 37 th Av at 59 th St. On 38 th Av at 59 th St. (2) On 38 th Av at 61 st St.	4,800
2	<u>Speed Limit Legends</u> On 59 th Street between Jansen Dr. & McMahon Dr.	300
5	Neighborhood signs	500
1	Crosswalk added on Jansen (east side) at 62 nd St.	150
8	Remove standard crosswalks around school and replace with high visibility (triple-four) crosswalks	<u>5,800</u>
		\$23,300
	Contingency at 5%	<u>1,165</u>
	TOTAL ESTIMATED COST:	\$24,465

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