



# REPORT TO COUNCIL

## City of Sacramento

915 I Street, Sacramento, CA 95814-2604  
[www. CityofSacramento.org](http://www.CityofSacramento.org)

STAFF  
January 29, 2008

Honorable Mayor and  
Members of the City Council

**Title:** Midtown Neighborhood Preservation Transportation Plan Project (PN: TG86, T15995500)

**Location/Council District:** Area bounded by 16<sup>th</sup> Street, Alhambra Boulevard, C Street and L Street. (District 3)

**Recommendation:** Adopt a **Resolution:** 1) approving Option 2 which includes: a) leaving H Street at 21<sup>st</sup> Street diverter; b) allowing left turns onto 21<sup>st</sup> Street; and c) moving half street closure on G Street from 20<sup>th</sup> Street to 19<sup>th</sup> Street; 2) directing staff to proceed with implementation of the project; 3) appropriating \$240,000 from Measure A (Fund 2001) to the project; and 4) directing staff to bring a Measure A (Fund 2001) reallocation request in the amount of \$240,000 to the Sacramento Transportation Authority for approval.

**Contact:** Angie Louie, Senior Engineer, (916) 808-7921; Hector Barron, City Traffic Engineer, (916) 808-2669

**Presenters:** Angie Louie, Senior Engineer and Hector Barron, City Traffic Engineer

**Department:** Transportation

**Division:** Engineering Services

**Organization No:** 3439

### Description/Analysis

**Issue:** The Midtown Neighborhood Transportation Plan (NPTP) was approved by the City Council in June 1996 with the goals of reducing traffic speeds, enhancing safety, and dispersing traffic over the downtown street grid. The original NPTP traffic calming plan included, among other elements, the construction of nine half street closures/diverters. The existing conditions in the NPTP project area are shown in Attachment 2, Page 7.

In December 1999, the City Council authorized the temporary relocation of two eastbound traffic diverters as a test for an unspecified period. These diverters, moved in March 2000, are currently located on H Street at 21<sup>st</sup> Street (previously at 16<sup>th</sup> Street), and on G Street at 20<sup>th</sup> Street (previously at 19<sup>th</sup> Street). The test



included prohibiting eastbound traffic on H Street from turning left onto northbound 21<sup>st</sup> Street. The diverter located on H Street at 21<sup>st</sup> Street has been controversial due to the forced right turn for eastbound traffic onto 21<sup>st</sup> Street then another forced right turn onto I Street resulting in circuitous travel ("forced loop"). Additionally, individuals are frustrated by the "wall of diverters" at 20<sup>th</sup> Street when traveling eastbound on D, E, and G Streets. In August 2000, the City Council directed staff to conduct a community survey prior to returning to Council for a decision on the diverters. A decision on the permanent location of the diverters is the final issue to bring closure to the NPTP project. At a minimum, the diverters would need to be made permanent in place.

Despite many efforts, community consensus on the final location of the diverters could not be reached. Staff was then asked to develop options and provide a recommendation. Staff developed diverter options (Attachment 3, Page 8) based on community input and consideration of the following: traffic circulation, access to businesses on H Street between 16<sup>th</sup> to 21<sup>st</sup> Streets, traffic dispersion over the downtown street grid, and providing reasonable travel options for motorists. Additional treatments were also identified to be included with either option (Attachment 3, Page 8). In May 2006, staff retained a consultant to analyze traffic conditions, as compared to the existing baseline option, that would result from diverter changes defined in the two options. The traffic analysis concluded that no option was superior. With both options, localized traffic pattern shifts were expected to occur causing relatively small daily traffic volume changes (increases and decreases) mainly in the range of 0-560 vehicles on area streets (Attachment 6, Page 15).

Staff recommends approving Option 2 (Attachment 4, Page 9) with the additional treatments, for implementation to bring closure to the NPTP project.

**Policy Considerations:** Staff's recommendation is consistent with the goals of the NPTP project and the City's Strategic Plan for improving and expanding public safety, achieving sustainability and livability, and expanding economic development throughout the City.

**Environmental Considerations:** The environmental impact report (EIR) was certified when the project was approved by the City Council in June 1996. In December 1999, the City Council adopted Addendum II to the NPTP EIR, finding that the proposed relocation of the diverter to H Street at 21<sup>st</sup> Street and to G Street at 20<sup>th</sup> Street, either for a test period or permanently, would not result in a substantial change in environmental impacts of the NPTP project.

Implementation of the project has occurred over many years following City Council approval of the project. Conditions of the project area have changed since the NPTP was approved. Therefore, individual related projects now proposed must be analyzed within the existing setting. The additional traffic analysis completed for the proposed project did not identify any significant environmental impacts that could occur with implementation of the actions. The proposed project is appropriately exempt from further environmental review under the California



Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301(c) which categorically exempts projects that involve the operation, repair maintenance, permitting, leasing, licensing, or a minor alteration of existing public or private structures with negligible or no expansion of use.

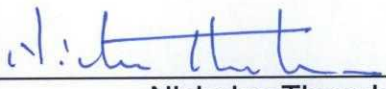
**Rationale for Recommendation:** After consideration of community input and results of the traffic analysis, staff developed a summary of pros, cons and costs (Attachment 5, Page 10) for each option and formed a recommendation.

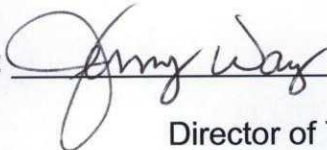
Staff recommends Option 2 (Attachment 4, Page 9) as the option which best addresses issues related to the current location of the diverters while still maintaining objectives of the NPTP. As compared with the other options, Option 2 will eliminate the "forced loop" on 21<sup>st</sup> Street for better traffic circulation and access to destinations, maintain access to businesses on H Street between 19<sup>th</sup> and 21<sup>st</sup> Streets, and break the "wall of diverters" at 20<sup>th</sup> Street to provide eastbound travelers on H Street options with multiple opportunities from both 20<sup>th</sup> or 21<sup>st</sup> Streets to turn north and reach east-west streets without barriers. Overall, the daily traffic volume increases and decreases on areas streets compared to current traffic volumes were relatively small. Improved signage on H Street prior to 19<sup>th</sup> Street, and traffic calming elements on H and F Streets provide additional treatments to supplement Option 2. From a cost standpoint, Option 2 addresses these issues for a relatively small incremental cost over making the existing diverters permanent in place.

**Financial Considerations:** As of December 26, 2007, the Midtown Neighborhood Preservation Plan (PN: TG86, T15995500) has a current budget of \$2,811,760, and an unobligated balance of \$1,478. Appropriation of \$240,000 from Measure A (Fund 2001) will increase the total project budget to \$3,051,760 and the unobligated balance to \$241,478 which is sufficient to complete the project.

Information note: Sacramento Transportation Authority (STA) Board approval is required to complete the Measure A (Fund 2001) reallocation of \$240,000 to the Midtown Neighborhood Preservation Plan (PN: TG86, T15995500). Staff will submit a reallocation request for action at the next scheduled STA Board meeting. There is minimal risk that the STA Board will not approve the reallocation request. Staff will return to City Council for further budget approvals in the event the STA Board does not approved the reallocation request.

**Emerging Small Business Development (ESBD):** None, since no goods or services are being pursued with this action.

Respectfully Submitted by:   
Nicholas Theocharides  
Engineering Services Manager

Approved by:   
Jerry Way  
Director of Transportation

Recommendation Approved:

  
RAY KERRIDGE  
City Manager

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**Attachment 1****Background Information**

The Midtown Neighborhood Preservation Transportation Plan (NPTP) project was approved by the City Council in June 1996 with the goals of reducing traffic speeds, enhancing safety, and dispersing traffic over the downtown street grid. The project included construction of five new traffic signals, the conversion of G and H Streets from one-way to two-way traffic, and the installation of over 100 new traffic calming features including half street closures/diverters, traffic circles, intersection portals, pedestrian islands and high visibility crosswalks. The current conditions in the NPTP project area are shown in Attachment 2, Page 7.

In December 1999, City Council authorized the relocation of the two eastbound diverters as a test for an unspecified period. These diverters, moved in March 2000, are currently located on H Street at 21<sup>st</sup> Street (previously at 16<sup>th</sup> Street), and on G at 20<sup>th</sup> Street (previously at 19<sup>th</sup> Street). The relocation also included the prohibition of eastbound H Street traffic from turning northbound onto 21<sup>st</sup> Street. These relocations were intended to improve access to businesses along H Street between 16<sup>th</sup> Street and 21<sup>st</sup> Street. Since the relocation, many have expressed frustration with the circulation pattern which forces drivers traveling eastbound on H Street to turn right on 21<sup>st</sup> Street then right again on I Street resulting in circuitous travel. Additionally, some have expressed frustration with the "wall of diverters" at 20<sup>th</sup> Street when traveling eastbound on D, E, and G Streets.

In August 2000, the City Council directed staff to conduct a community survey prior to returning to Council for a decision on the diverters. A decision on the permanent location of the diverters is the final issue to bring closure to the NPTP project. At a minimum, the diverters would need to be made permanent and more aesthetically pleasing if left in place.

**Community Survey and Outreach**

Significant public outreach has occurred over the years to determine the final outcome of the diverters. In March 2004, a survey was mailed to 6,883 residents and businesses regarding whether to keep or remove the diverter at H Street and 21<sup>st</sup> Street, and the preferred location of a diverter. The overall results were evenly split both in favor of and opposed to keeping a diverter on H Street. If kept, there was support for a diverter at 16<sup>th</sup> Street, 19<sup>th</sup> Street and to have it remain at 21<sup>st</sup> Street.

Several community meetings have been held (December 2003, July 2004, June 2006) to solicit input regarding the diverters. Additionally, staff held numerous meetings with representatives from area neighborhood associations (Boulevard Park, Winn Park, New Era, Marshall Park, Alkali & Mansion Flat), and also considered letters received from these groups. Neighborhood association representatives also worked together to try to come to an agreement. Despite these efforts, a community consensus on the location of the diverters could not be reached. Staff was then asked to develop options and provide a recommendation for the City Council's consideration.



## **Diverter Options**

Staff developed options (Attachment 3, Page 8) based on community input and consideration of the following: traffic circulation, access to businesses on H Street between 16<sup>th</sup> Street to 21<sup>st</sup> Street, traffic dispersion over the downtown street grid, and providing reasonable travel options for motorists. Staff also identified additional treatments to be included independent of the options to provide better driver information on H Street and additional traffic calming on F Street and H Street.

## **Traffic Analysis**

In May 2006, staff retained a traffic consultant to analyze the options (Options 2 & 3) against the existing baseline option (Option 1) for traffic conditions that would result from potential changes to the diverters. The traffic analysis concluded that there was no superior option. Neither option will create a significant impact in service levels at the four study intersections (19<sup>th</sup>/I, 19<sup>th</sup>/H, 21<sup>st</sup>/H, 21<sup>st</sup>/G). Localized traffic pattern shifts were expected to occur with each option analyzed but overall, daily traffic volume increases and decreases were relatively small on area streets mainly in the range of 0-560 vehicles. One street segment under Option 3 had the largest volume increase of 700 vehicles (19<sup>th</sup> Street between H Street and I Street). Also under Option 3, H Street between 19<sup>th</sup> Street and 20<sup>th</sup> Street had the largest volume decrease of 1210 vehicles. Results of the traffic study were posted to the City's website in May 2007. Few comments have been received by the public in response to the posting of the analysis results. The traffic analysis executive summary is included in Attachment 6, Page 11.

## **Staff Recommendation and Considerations**

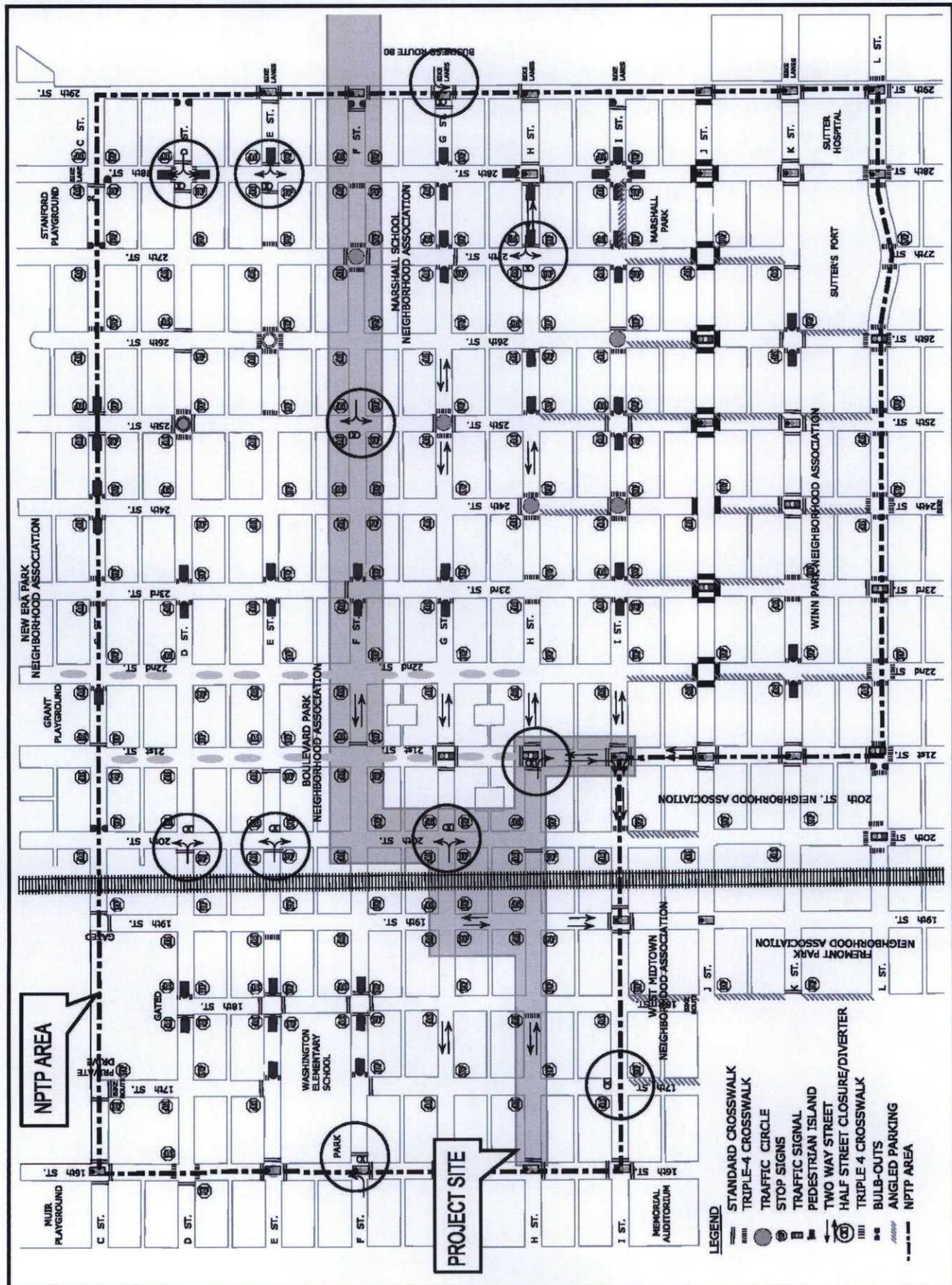
After consideration of community input and results of the traffic analysis, staff recommends Option 2 including additional treatments on F and H Streets (Attachment 4, Page 9) to best address issues related to the current location of the diverters while still maintaining objectives of the NPTP.

A permanent diverter at H Street and 21<sup>st</sup> Street will continue to detour most non-local traffic away from the H Street neighborhood. Allowing both left and right turns from eastbound H Street onto 21<sup>st</sup> Street will eliminate the circuitous routes forced upon motorists by the current configuration. A left turn access from eastbound H Street will add a relatively small volume, in the range of 170-230 vehicles, on 21<sup>st</sup> Street between F to H Streets to the existing daily volumes of 2700 to 4660 vehicles on 21<sup>st</sup> Street between F and I Streets. Moving the half street closure on G Street from 20<sup>th</sup> Street to 19<sup>th</sup> Street will break the "wall of diverters" at 20<sup>th</sup> Street and allow eastbound travelers on H Street options with multiple opportunities to use either 20<sup>th</sup> or 21<sup>st</sup> Streets to turn north to reach east-west streets without barriers – G Street, F Street, and even E, D, and C Streets. There were relatively small volume increases and decreases on area streets (Attachment 6, Page 15). Access to businesses on H Street between 19<sup>th</sup> to 21<sup>st</sup> Streets would be maintained. Staff also felt that Option 2 addressed many issues for a relatively small incremental cost over the minimum project to make the existing diverters permanent.



Midtown NPTP Project Area - Current Conditions

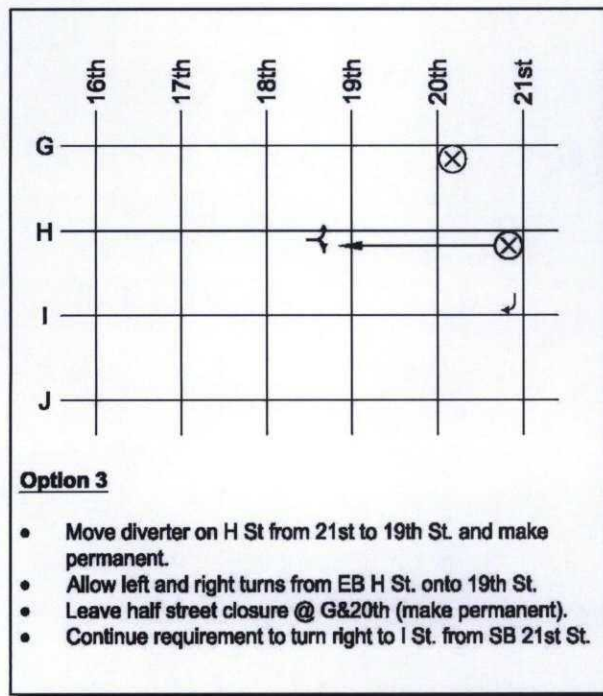
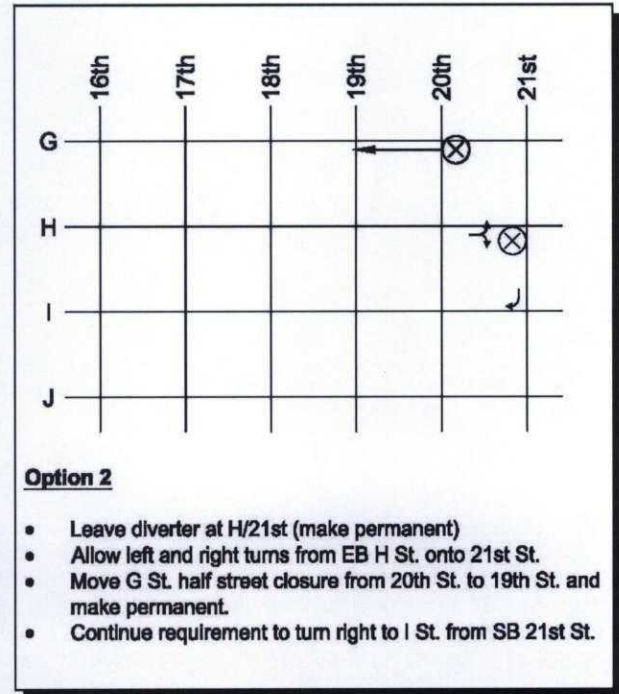
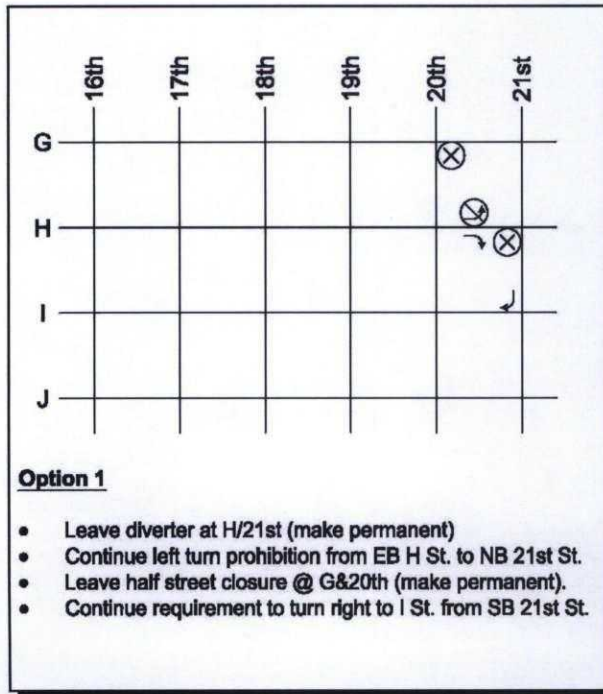
Attachment 2





## Attachment 3

## Diverter Options

**Additional Treatments (proposed with all Options)**

- Improve signage on eastbound H Street prior to 19th Street to encourage use of southbound 19th Street to continue eastbound
- Back in angled parking on H Street from 16th Street to 19th Street
- Traffic circle at F Street and 20th Street
- Bike lanes on both sides of F Street from 16th Street to Alhambra

⊗ = Diverter or Half Street Closure



## **Attachment 4**

### **Option 2 - Staff Recommendation**

- Install permanent concrete diverter at H Street and 21<sup>st</sup> Street
- Allow both left and right turns from eastbound H Street onto 21<sup>st</sup> Street
- Install concrete median on 21<sup>st</sup> Street between H Street to I Street
- Move G Street half street closure from 20<sup>th</sup> Street to 19<sup>th</sup> Street and build permanent concrete closure
- Additional treatments:
  - Improve signage on eastbound H Street prior to 19<sup>th</sup> Street to encourage use of southbound 19<sup>th</sup> Street to continue eastbound
  - Back in angled parking on H Street from 16<sup>th</sup> Street to 19<sup>th</sup> Street
  - Traffic circle at F Street and 20<sup>th</sup> Street
  - Bike lanes on both sides of F Street from 16<sup>th</sup> Street to Alhambra



## Attachment 5

## NPTP Diverter Options - Summary of Pros, Cons and Costs

Option	Components	Pros	Cons	Cost
<b>Diverter Options Analyzed</b>				
<b>Option 1:</b>				
<ul style="list-style-type: none"> <li>Leave diverter on H St. at 21<sup>st</sup> St. and make permanent</li> <li>Leave half street closure on G St. at 20<sup>th</sup> St. and make permanent</li> </ul>	<ul style="list-style-type: none"> <li>Install concrete diverter on H St./21<sup>st</sup> St.</li> <li>Retain right turn only from H St. to 21<sup>st</sup> St.</li> <li>Install concrete half street closure at G St./20<sup>th</sup> St.</li> <li>Install narrow concrete median on 21<sup>st</sup> St. from H St. to I St.</li> </ul>	<ul style="list-style-type: none"> <li>Consistent with existing conditions (7+ years)</li> <li>No new neighborhood debates</li> </ul>	<ul style="list-style-type: none"> <li>"Forced loop" not addressed</li> <li>Does not break "wall of diverters" on D, E, G Sts. at 20<sup>th</sup> St.</li> <li>Funnel effect for C, F Sts.</li> </ul>	\$85,000
<b>Option 2:</b>				
<ul style="list-style-type: none"> <li>Leave H St. at 21<sup>st</sup> St. diverter</li> <li>Allow left turns onto 21<sup>st</sup> St</li> <li>Move G St. half street closure from 20<sup>th</sup> St. to 19<sup>th</sup> St.</li> </ul>	<ul style="list-style-type: none"> <li>Install concrete diverter on H St./21<sup>st</sup> St.</li> <li>Allow left and right turns from eastbound H St. onto 21<sup>st</sup> St.</li> <li>Move G St. closure from 20<sup>th</sup> St. to 19<sup>th</sup> St. and install concrete closure</li> <li>Install narrow concrete median on 21<sup>st</sup> St. from H to I</li> </ul>	<ul style="list-style-type: none"> <li>Eliminates "forced loop"</li> <li>Breaks "wall of diverters" at D, E, G Sts. at 20<sup>th</sup> St.</li> <li>Maintains access to businesses on H St. between 19<sup>th</sup> to 21<sup>st</sup> Sts.</li> <li>Relatively small volume decreases on F Street</li> <li>Left turn access allows drivers EB options and easier return to H</li> </ul>	<ul style="list-style-type: none"> <li>Relatively small volume increases on 20<sup>th</sup>, 21<sup>st</sup>, G, and H Streets</li> </ul>	\$100,000
<b>Option 3:</b>				
<ul style="list-style-type: none"> <li>Move H St. diverter from 21<sup>st</sup> St. to 19<sup>th</sup> St.</li> <li>Allow left and right turns eastbound H St. onto 19<sup>th</sup> St.</li> <li>Leave half street closure on G St. at 20<sup>th</sup> St. and make permanent</li> </ul>	<ul style="list-style-type: none"> <li>Move H St. diverter from 21<sup>st</sup> St. to 19<sup>th</sup> St. and install concrete diverter</li> <li>Allow left and right turns from eastbound H St. onto 19<sup>th</sup> St.</li> <li>Install concrete half street closure at G St./20<sup>th</sup> St</li> </ul>	<ul style="list-style-type: none"> <li>Eliminates "forced loop"</li> <li>Forces non-local eastbound traffic to main arterials</li> <li>Relatively small volume decreases on F, H, and 20<sup>th</sup> Streets</li> </ul>	<ul style="list-style-type: none"> <li>Relatively small volume increases on G and 19<sup>th</sup> Streets</li> <li>Does not break "wall of diverters" on D, E, G Sts. at 20<sup>th</sup> St.</li> <li>Perception of F St as only viable EB option north of H St</li> <li>Potential business impact on H St. between 19<sup>th</sup>-21<sup>st</sup></li> </ul>	\$75,000
<b>Additional Treatments Proposed for All Options</b>				
<b>Improve H St. Signage</b> to encourage use of 19 <sup>th</sup> St. for eastbound traffic	<ul style="list-style-type: none"> <li>More signage on H St. in advance of 19<sup>th</sup> St. and of diverter</li> </ul>	<ul style="list-style-type: none"> <li>Reduce driver confusion</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	\$3,000
<b>Back in Angled Parking</b> on H St. from 16 <sup>th</sup> to 19 <sup>th</sup> St.	<ul style="list-style-type: none"> <li>Back in angled parking on H St. from 16<sup>th</sup> to 19<sup>th</sup> St.</li> </ul>	<ul style="list-style-type: none"> <li>Maintains EB bike lane</li> <li>Traffic calming</li> <li>Increases parking spaces</li> </ul>	<ul style="list-style-type: none"> <li>Eliminates bike lane on one side of H St. (16<sup>th</sup> to 19<sup>th</sup> St.)</li> </ul>	\$62,000
<b>Traffic Circle</b> at F St. / 20 <sup>th</sup> St.	<ul style="list-style-type: none"> <li>New traffic circle</li> </ul>	<ul style="list-style-type: none"> <li>Traffic calming</li> <li>Improved aesthetics</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	\$45,000
<b>Bike lanes</b> on both sides of F St. from 16 <sup>th</sup> St. to Alhambra	<ul style="list-style-type: none"> <li>New Class II bike lanes added on both sides of F St.</li> </ul>	<ul style="list-style-type: none"> <li>Lane narrowing to help slow traffic</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	\$30,000



**Attachment 6****Transportation Analysis for Potential Modifications to NPTP****EXECUTIVE SUMMARY**

A transportation analysis was conducted for the potential traffic calming modifications in Midtown, Sacramento. This analysis is intended to define the traffic conditions that would result from potential changes to the eastbound diverters on G & H Streets. The projected traffic conditions are quantified with respect to change in daily traffic volumes and change in peak-hour intersection service levels in the area surrounding the potential changes.

**DIVERTER OPTION DESCRIPTIONS**

The analysis considered three options. Retaining the status quo is the baseline from which the other scenarios are compared. The current conditions are as follows:

- Eastbound H Street traffic must make a right turn at 21<sup>st</sup> Street (neither through nor left-turn movements are allowed)
- Eastbound G Street traffic must turn left or right at 20<sup>th</sup> Street.

The two potential changes (Options 2 & 3) are summarized below and are displayed in Figure 1.

TABLE 1 NPTP DIVERTER OPTIONS		
Location	Option 2	Option 3
H Street	<ul style="list-style-type: none"> <li>• Allow left turns at 21<sup>st</sup> Street</li> </ul>	<ul style="list-style-type: none"> <li>• Move diverter to 19<sup>th</sup> Street and allow left and right turns at 19<sup>th</sup> Street</li> </ul>
G Street	<ul style="list-style-type: none"> <li>• Move half-street closure to 19<sup>th</sup> Street</li> </ul>	-
19 <sup>th</sup> Street	<ul style="list-style-type: none"> <li>• Improve signage on H Street to encourage use of southbound 19<sup>th</sup> Street</li> </ul>	-
Source: City of Sacramento, 2006.		

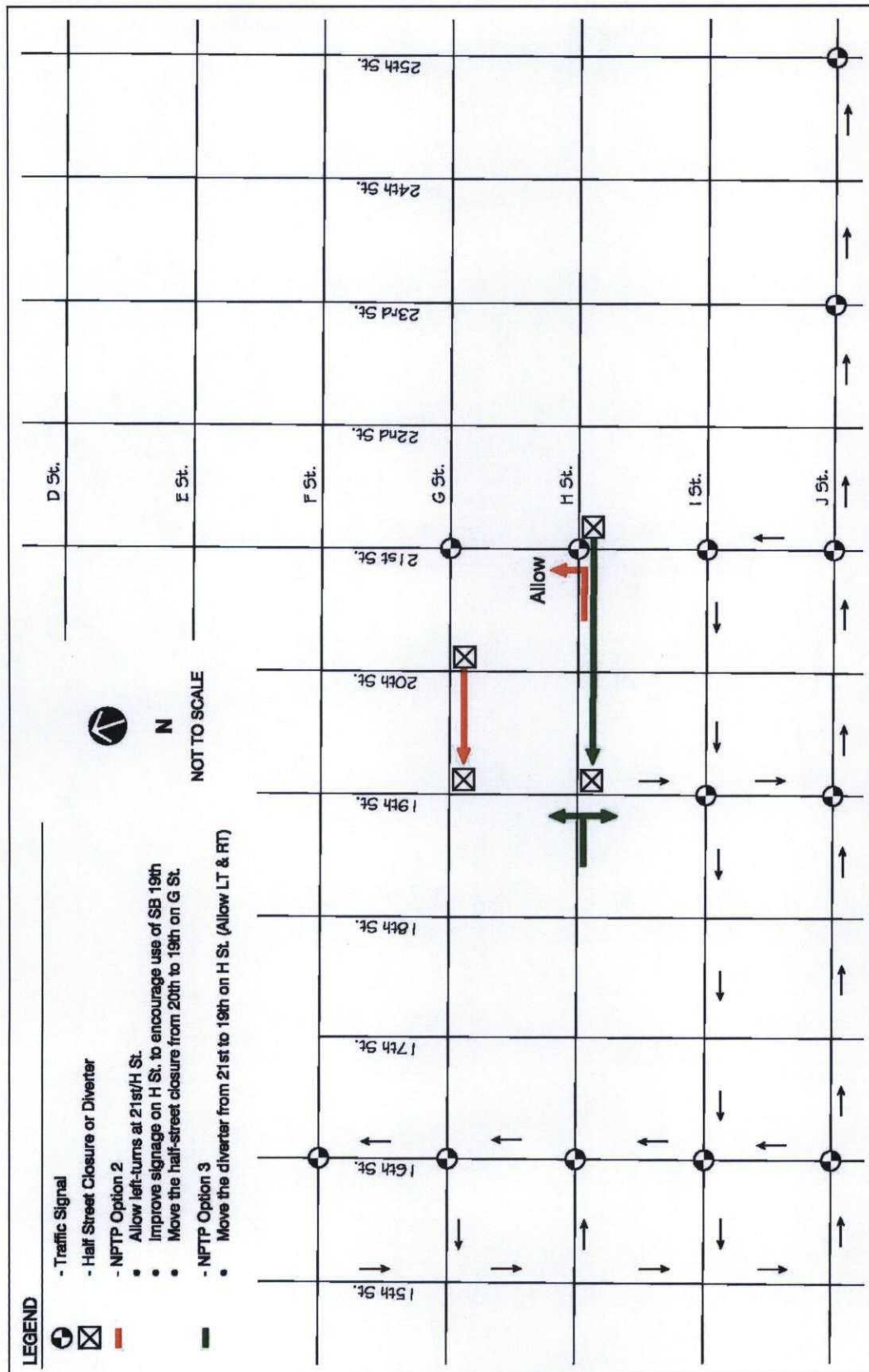
**METHOD**

Existing travel patterns in the study area were determined based on the vehicle license plate survey results and intersection turning movement counts. These travel patterns were used to reassign peak hour trips at study intersections and to predict the average daily traffic volumes for study roadways as a consequence of the potential diverter changes.

**RESULTS**

The analysis results show that Options 2 and 3 would not create any service level impacts (according to City standards) at the four study intersections (19<sup>th</sup> Street/I Street, 19<sup>th</sup> Street/H Street, 21<sup>st</sup> Street/H Street, and 21<sup>st</sup> Street/G Street), as all four intersections would operate at LOS C or better during both peak hours.





STUDY AREA &amp; NPTP OPTIONS

FIGURE 1



**FEHR & PEERS**  
TRANSPORTATION CONSULTANTS

Mar 30, 2007 MJC  
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Ms. Angie Louie  
City of Sacramento  
April 2007  
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Daily traffic volumes on the study roadway segments under each analysis option are displayed in Figure 2. As shown, daily traffic volume increases would be less than 1,000 vehicles for all study roadways. Figure 3 also shows the level of traffic volume changes at each study roadway segment by Options 2 and 3. The key traffic volume changes by each option are summarized below:

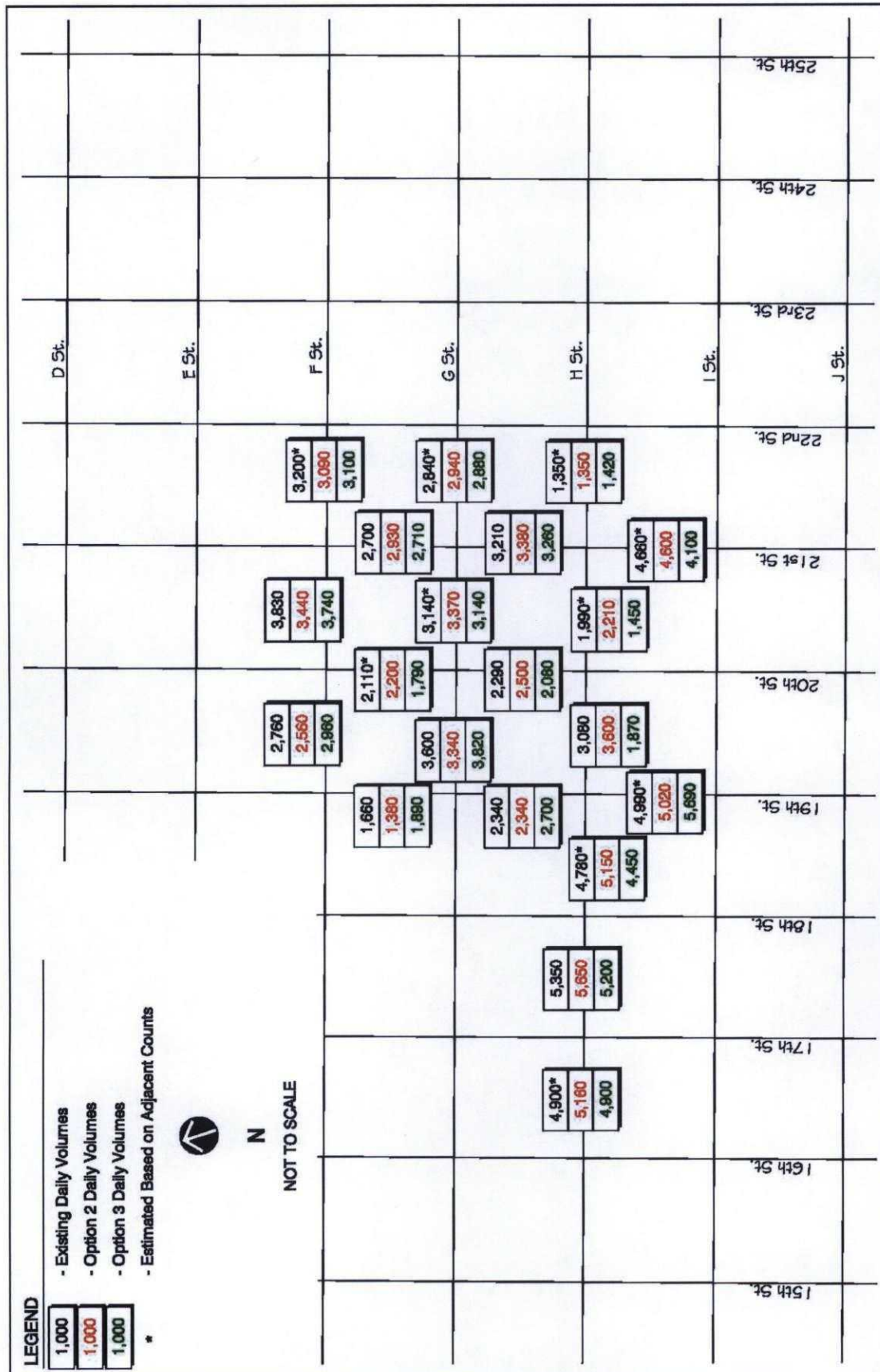
#### Option 2

- With the left turn permission at 21<sup>st</sup> Street/H Street intersection, people traveling from west of 16<sup>th</sup> Street to the areas east of 21<sup>st</sup> Street and/or north of F Street could use H Street instead of F Street and turn left at 21<sup>st</sup> Street/H Street intersection. In addition, vehicles traveling on eastbound H Street could use 21<sup>st</sup> Street to go to the north, rather than 20<sup>th</sup> Street. Therefore, some traffic shift would be expected from F Street to H Street and from 20<sup>th</sup> Street to 21<sup>st</sup> Street.
- The G Street diverter relocation from 20<sup>th</sup> to 19<sup>th</sup> Street would increase usage of G Street east of 20<sup>th</sup> Street. The east-west traffic shift from F to G and H Streets would cause an increase in traffic volumes on G Street east of 20<sup>th</sup> Street and H Street between 16<sup>th</sup> and 21<sup>st</sup> Streets.

#### Option 3

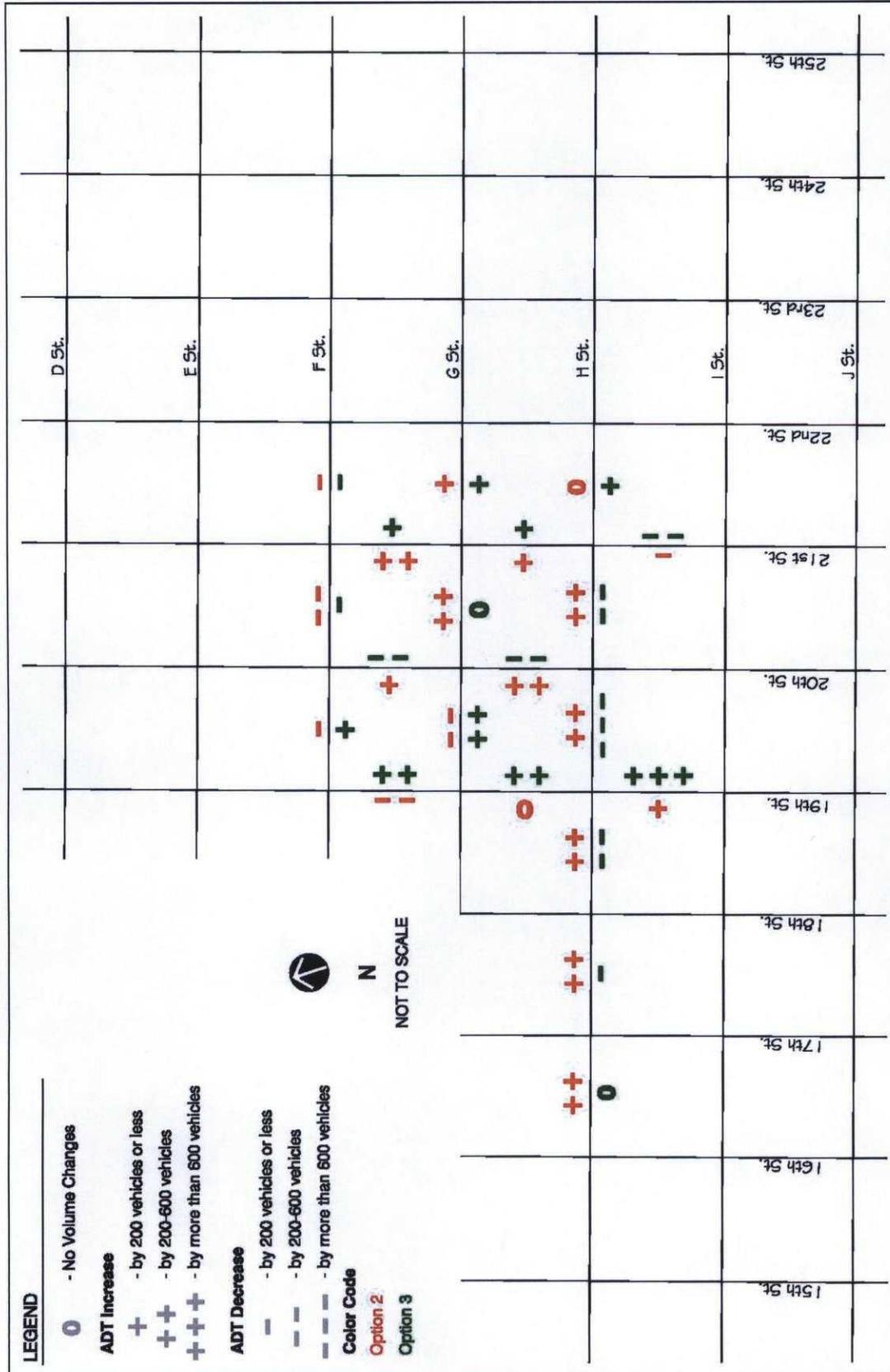
- With the H Street diverter relocation from 21<sup>st</sup> to 19<sup>th</sup> Street, vehicles traveling on eastbound H Street would turn left or right onto 19<sup>th</sup> Street or other north-south streets west of 19<sup>th</sup> Street (i.e., 18<sup>th</sup>, 17<sup>th</sup>, etc.) to use F, G, or J Streets to go to the east. Therefore, some trips would be expected to shift from H Street to F, G, and J Street west of 20<sup>th</sup> Street, causing an increase in traffic volumes on F, G, and J Streets west of 20<sup>th</sup> Street.
- Some traffic shift would also occur from 20<sup>th</sup> to 19<sup>th</sup> Streets, which would cause a noticeable increase in traffic volumes on 19<sup>th</sup> Street between H and I Streets (700 vehicles per day).





**ROADWAY DAILY TRAFFIC VOLUMES - WITH OPTIONS**

**FIGURE 2**



**ROADWAY DAILY VOLUMES CHANGE - WITH OPTIONS**

**FIGURE 3**



**Attachment 7**

**RESOLUTION NO.**

Adopted by the Sacramento City Council

**RELATED APPROVALS FOR THE MIDTOWN NEIGHBORHOOD PRESERVATION  
TRANSPORTATION PROJECT (NPTP) (TG86, T15995500)**

**BACKGROUND**

- A. In December 1999, City Council authorized the relocation of two traffic diverters on H Street at 21<sup>st</sup> Street (formerly on H Street at 16<sup>th</sup> Street), and G Street at 20<sup>th</sup> Street (formerly on G Street at 19<sup>th</sup> Street) as a test for an unspecified period. In March 2000, the diverters were relocated.
- B. Despite several efforts, including a survey and several community meetings, community consensus was unable to be reached on the diverters; staff subsequently developed options for the diverters (Exhibit A).
- C. A traffic analysis was prepared in May 2006 to study the options for potential effects of relocating the existing diverters.
- D. Option 2 (Exhibit B) is recommended as the project to be designed and implemented as it best addresses issues related to the diverters while still meeting objectives for the NPTP, considers community input, and considers results of the traffic analysis.
- E. Option 2 has been determined to be categorically exempt from further environmental review.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL  
RESOLVES AS FOLLOWS:**

- Section 1. Option 2 which includes: a) leaving H Street at 21<sup>st</sup> Street diverter; b) allowing left turns onto 21<sup>st</sup> Street; and c) moving half street closure on G Street from 20<sup>th</sup> Street to 19<sup>th</sup> Street is approved as the project to finalize the Midtown Neighborhood Preservation Transportation Plan (PN: TG86, T15995500).
- Section 2. Staff is directed to proceed with design and implementation of the project components in Option 2.
- Section 3. The FY 07/08 Capital Improvement Program budget is amended by appropriating \$240,000 from Measure A (Fund 2001) to the Midtown Neighborhood Preservation Transportation Plan Project (PN: TG86, T15995500).

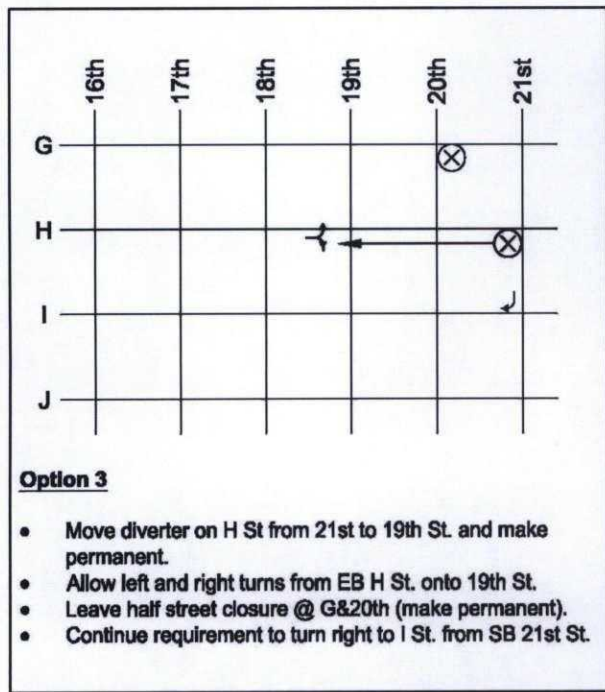
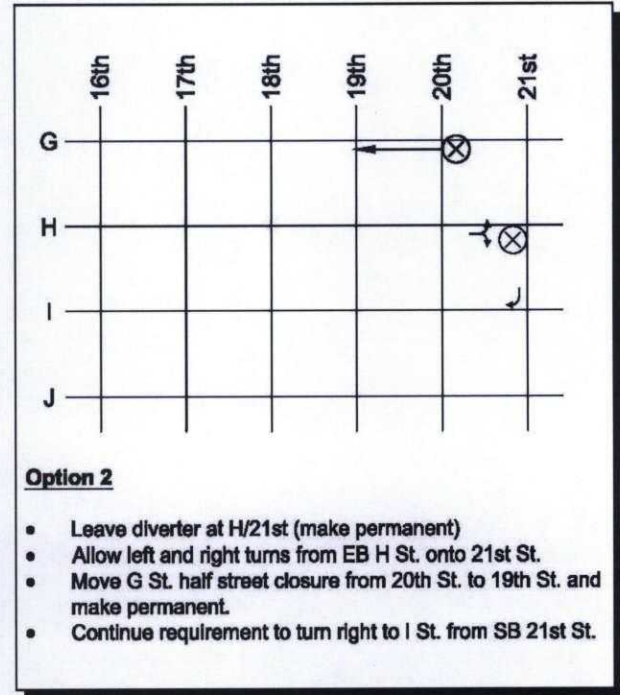
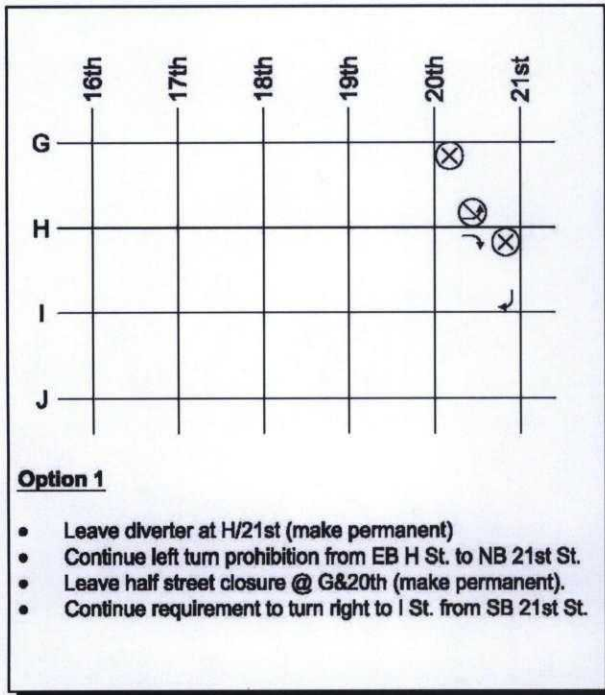
Section 4. Staff is directed to bring the Measure A (Fund 2001) reallocation request in the amount of \$240,000 to the Sacramento Transportation Authority (STA) Board for approval.

**Table of Contents:**

Exhibit A: Diverter Options – 1 page

Exhibit B: Option 2 (Staff Recommendation) – 1 page



**Exhibit A****Diverter Options****Additional Treatments (proposed with all Options)**

- Improve signage on eastbound H Street prior to 19th Street to encourage use of southbound 19th Street to continue eastbound
- Back in angled parking on H Street from 16th Street to 19th Street
- Traffic circle at F Street and 20th Street
- Bike lanes on both sides of F Street from 16th Street to Alhambra

⊗ = Diverter or Half Street Closure

**Exhibit B**

**Option 2 - Staff Recommendation**

- Install permanent concrete diverter at H Street and 21<sup>st</sup> Street
- Allow both left and right turns from eastbound H Street onto 21<sup>st</sup> Street
- Install concrete median on 21<sup>st</sup> Street between H Street to I Street
- Move G Street half street closure from 20<sup>th</sup> Street to 19<sup>th</sup> Street and build permanent concrete closure
- Additional treatments:
  - Improve signage on eastbound H Street prior to 19<sup>th</sup> Street to encourage use of southbound 19<sup>th</sup> Street to continue eastbound
  - Back in angled parking on H Street from 16<sup>th</sup> Street to 19<sup>th</sup> Street
  - Traffic circle at F Street and 20<sup>th</sup> Street
  - Bike lanes on both sides of F Street from 16<sup>th</sup> Street to Alhambra



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# **Midtown Neighborhood Preservation Transportation Plan (NPTP)**

**January 29, 2008**

# Tonight's Objectives

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- Decide permanent location of G & H St Diverters
- City Council – Adopt Resolution
  - Approve recommended project
  - Direct staff to proceed with project implementation
  - Appropriate \$240K from Measure A
- ***Bring 'closure' to the NPTP project!***



# **Project Background**

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- Midtown traffic calming project
- Boundaries: C St to L St, 16<sup>th</sup> St to 29<sup>th</sup> St

**1989** - NPTP project initiated

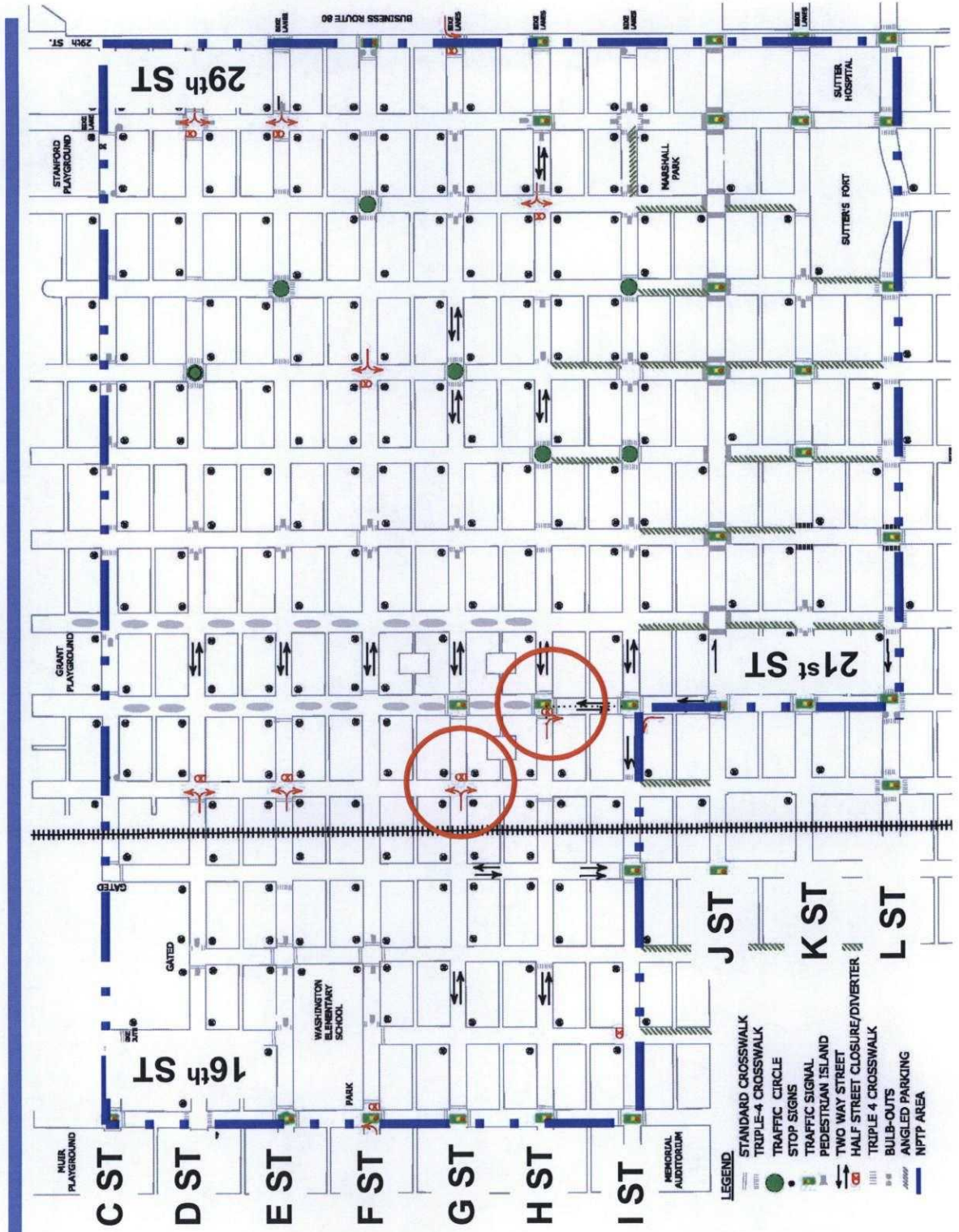
**1996** - Council approves NPTP

**1998** - Implementation began

**2000** - G and H Street diverters relocated

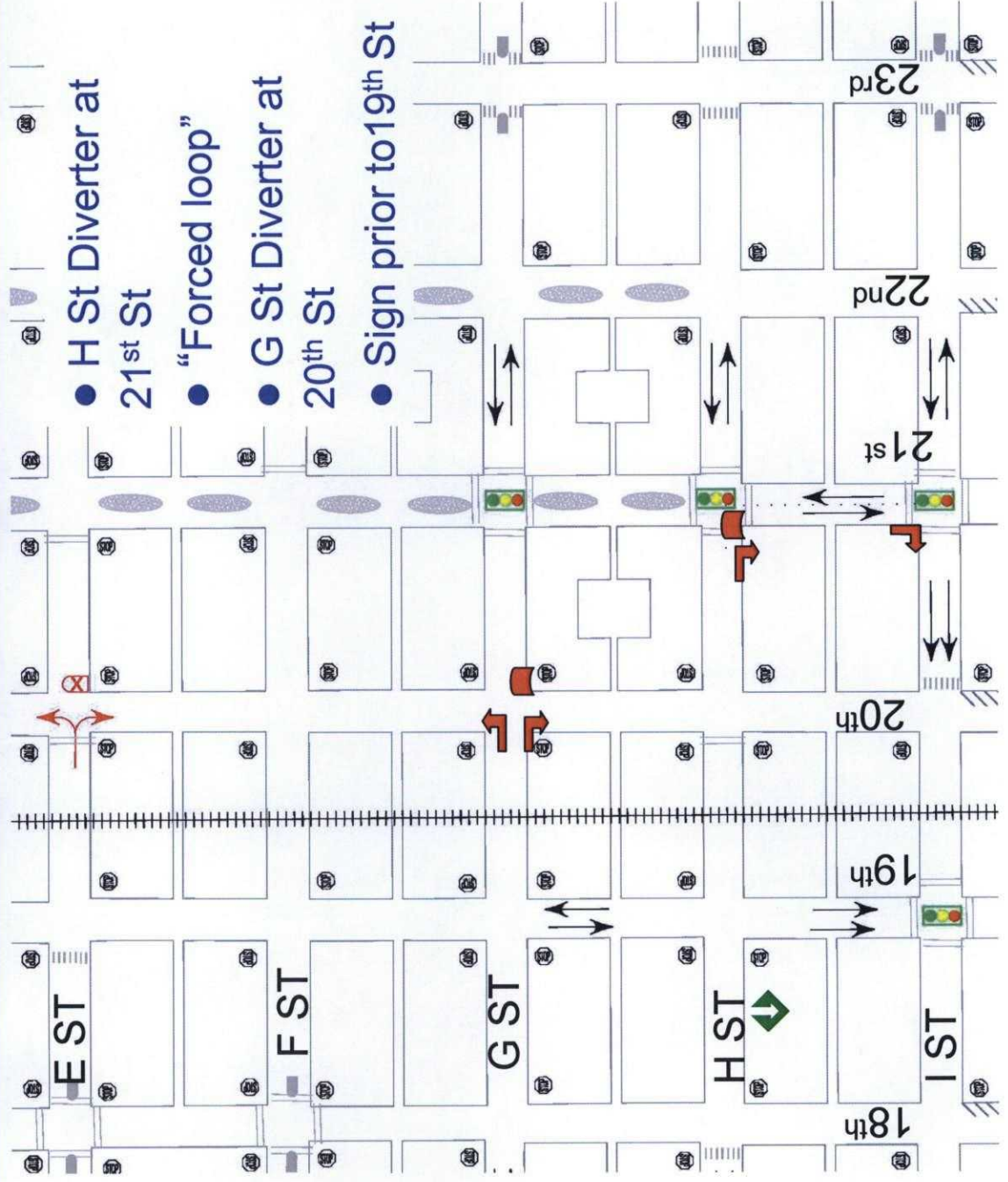
**2004** - Diverter Survey & Community Meeting

# NPTP Project Area





# Existing Condition





# Existing Condition

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Eastbound H Street sign approaching 19th Street



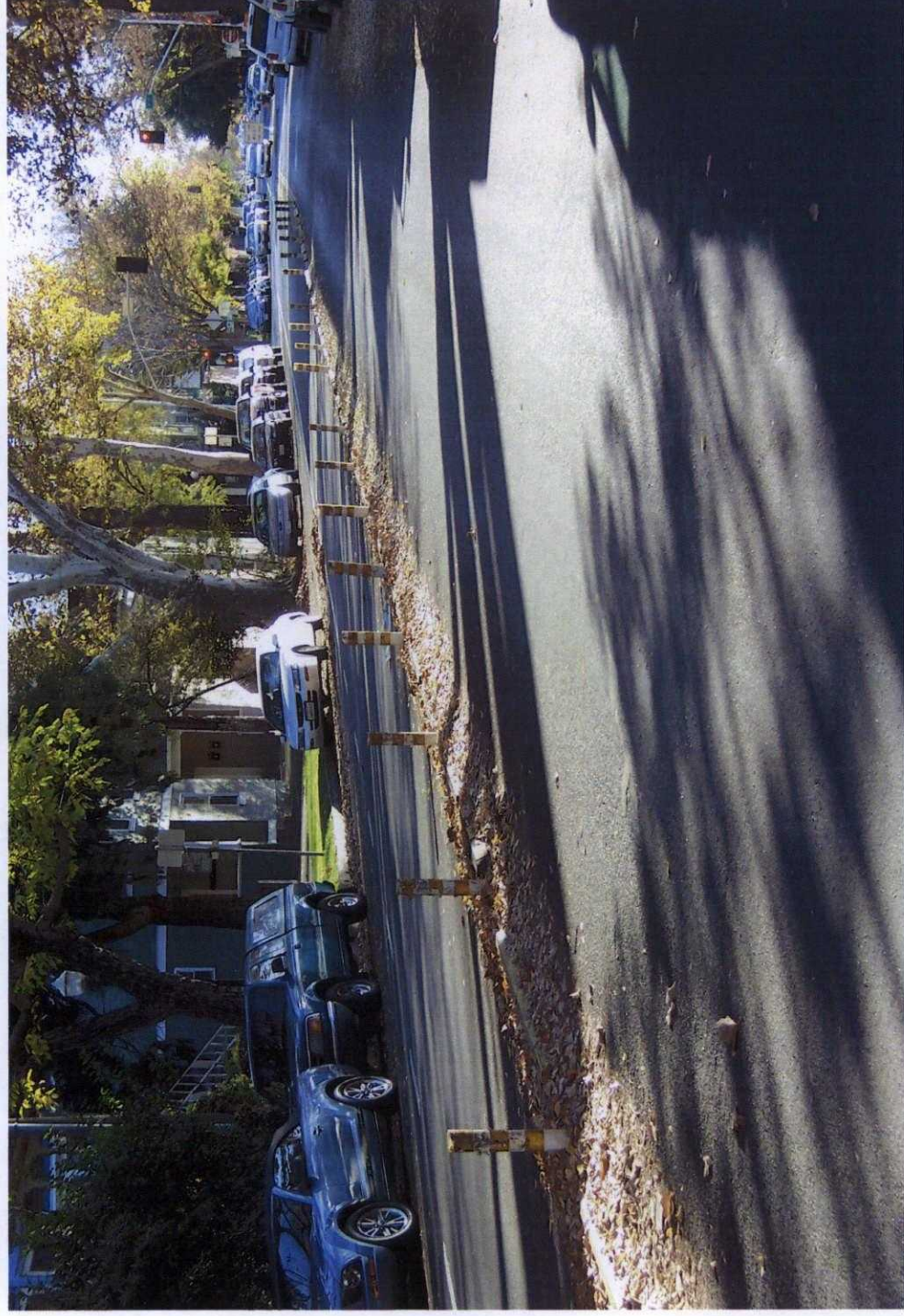
# Existing Condition



Eastbound H Street at 21<sup>st</sup> Street



# Existing Condition



Southbound 21<sup>st</sup> Street approaching I Street



# Existing Condition



Southbound 21<sup>st</sup> Street at I Street



# Existing Condition



Eastbound G Street at 20<sup>th</sup> Street



# Community Outreach and Process

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- **2004** – Diverter survey: 50/50 split (March)
- **2004** – Community meeting: survey results (July)
- **2004/5** – Community representatives work together
- \*\*\*\*\* **NO CONSENSUS REACHED** \*\*\*\*\*
- **2006** – Staff develops Options (March)
- **2006** – Meeting with community leaders: present options for traffic analysis (April)
- **2006** – Community meeting: share options and draft staff recommendation (June)
- **2007** – City website posting: traffic analysis results and staff recommendation (May)
- **ongoing** - Letters, emails and phone calls

# Considerations

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1. Current configuration in place for 7 years; need to make diverters permanent at a minimum
2. No significant traffic volume increase within neighborhood
3. Improve circulation (“forced loop”, “wall of diverters” on D, E, G St at 20<sup>th</sup> St)
4. Access to businesses on H St
5. Anticipate driver behavior, provide multiple travel options to distribute traffic
6. Additional traffic calming treatments to mitigate existing or projected traffic concerns



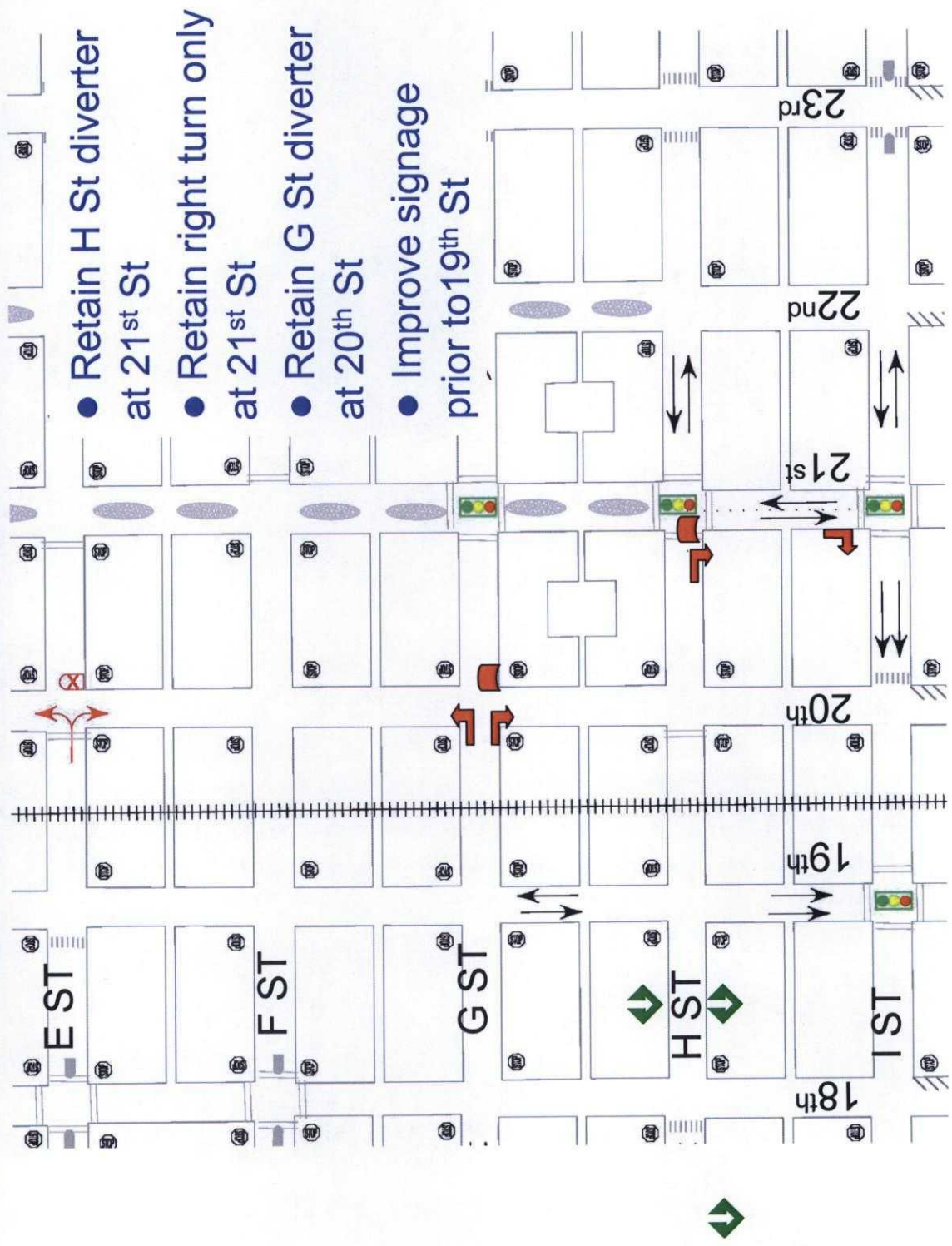
# Options

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1. Retain Diverters
2. Modify H St Diverter, Move G St Diverter to 19<sup>th</sup> St
3. Move H St Diverter to 19<sup>th</sup> St

*Diverters would be made permanent in all options*

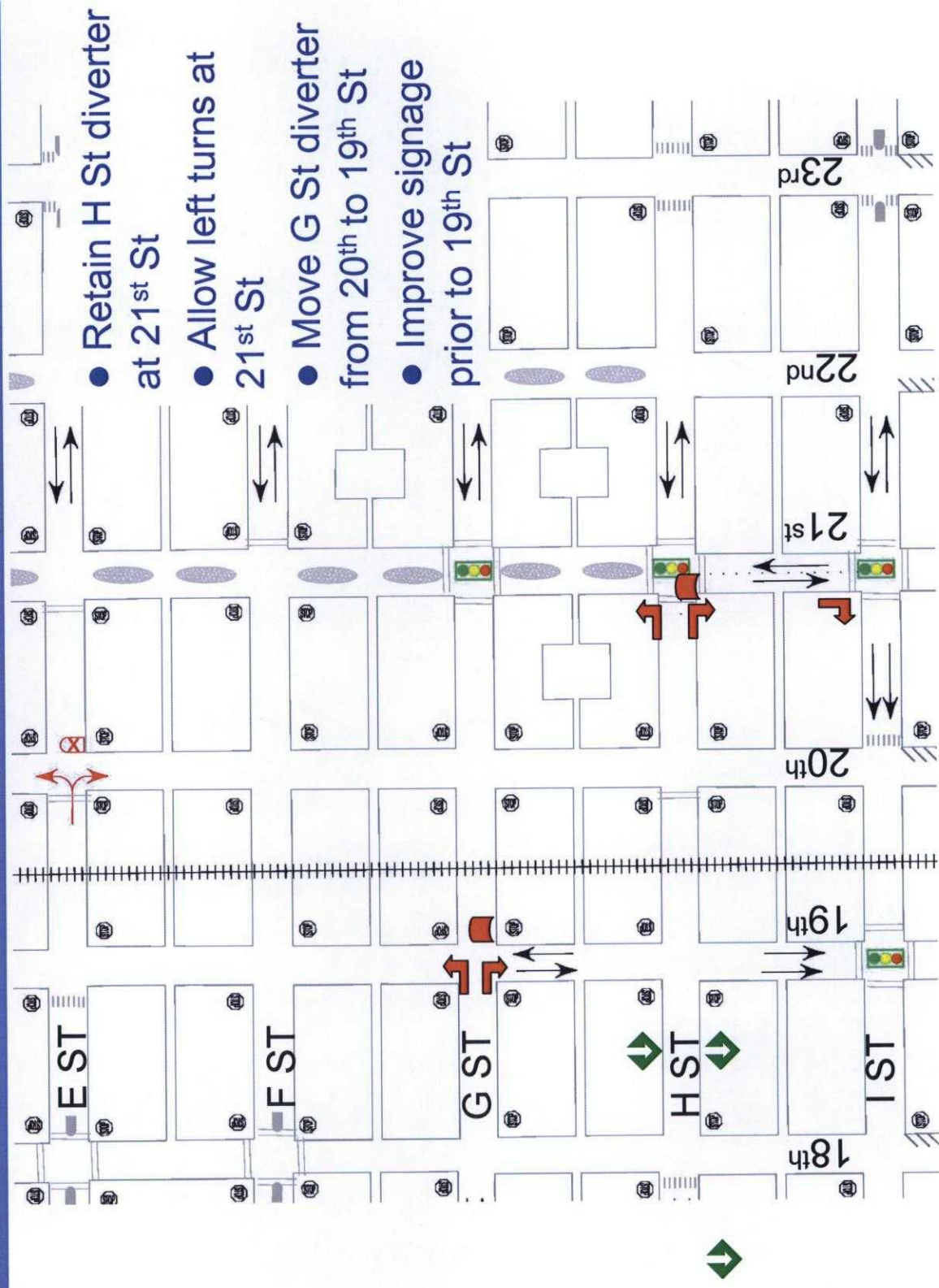
# Option 1 – Retain Diverters



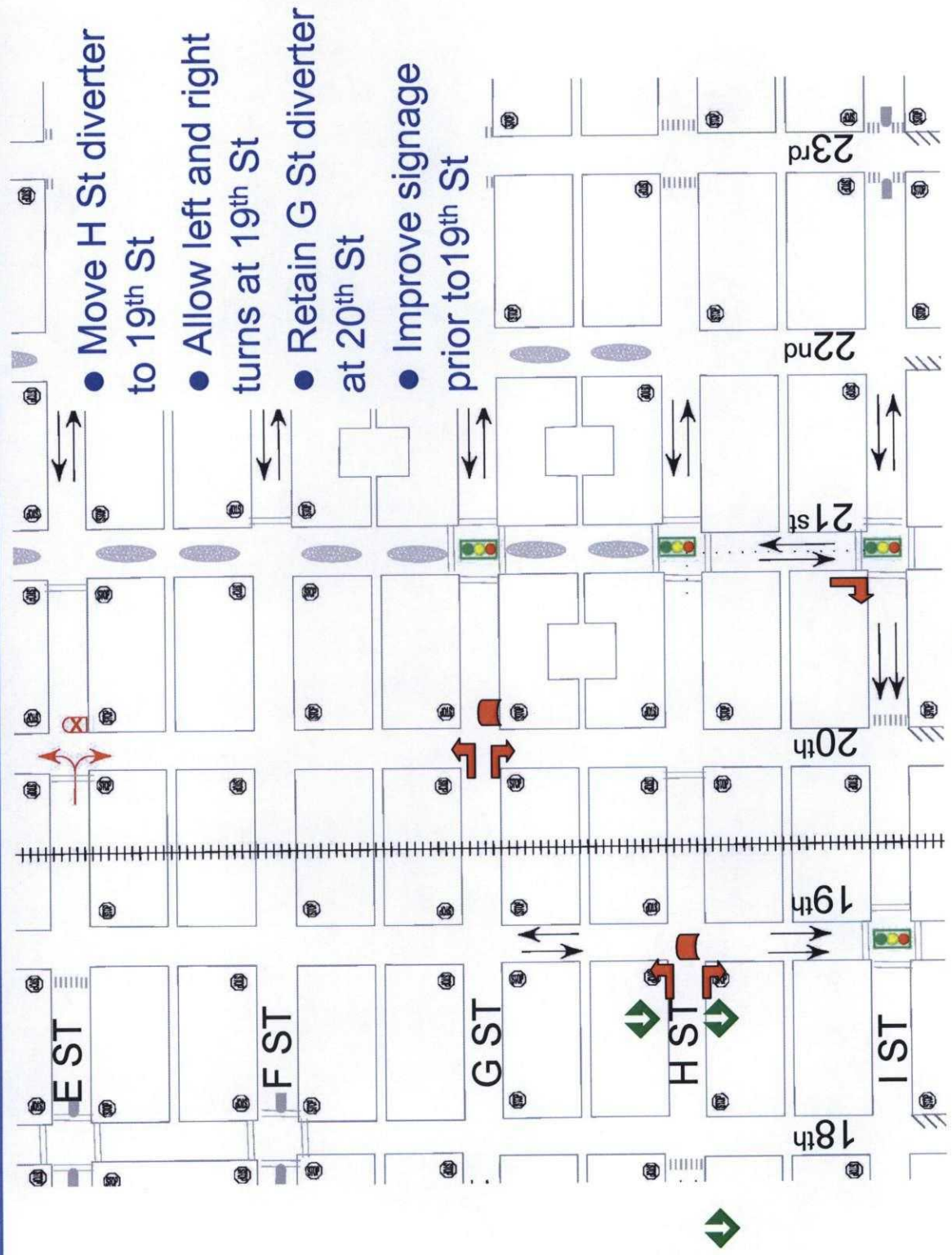


# Option 2 – Modify H St, Move G St

## Staff Recommendation



# Option 3 – Move H St Diverter





# Additional Treatments – All Options

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- Improved signage on H St prior to 19<sup>th</sup> St
- Traffic Circle at F St and 20<sup>th</sup> St
- Bike lanes on F St from 16<sup>th</sup> St to Alhambra
- Back in angled parking on H St from 16<sup>th</sup> St -19<sup>th</sup> St



# Traffic Analysis

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- No superior option
- Localized traffic pattern shifts
- Relatively small daily volume changes on area streets for both options
  - 0-560 vehicles



## Why Option 2?

Considerations	Opt.1	Opt. 2	Opt. 3
Relatively small traffic volume changes on area streets	N/A	✓	✓
Eliminates “forced” loop		✓	✓
Breaks EB “wall of diverters”		✓	
More E/W travel options to distribute traffic		✓	
Maintain access to H St businesses from 19 <sup>th</sup> to 21 <sup>st</sup> St	✓	✓	
Forces non-local traffic to 19 <sup>th</sup> St			✓
Cost range: \$75K - \$100K	✓	✓	✓
Additional Treatments Cost: \$140K	✓	✓	✓

# Next Steps

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- Upon City Council approval, staff will proceed with design and implementation
- Estimated construction: Summer/Fall 2008



# Questions

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