



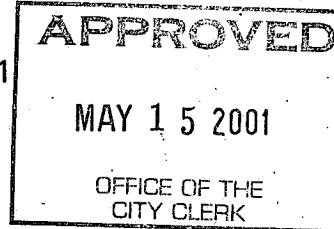
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**DEPARTMENT OF
PUBLIC WORKS**

TRAFFIC ENGINEERING
DIVISION

CITY OF SACRAMENTO
CALIFORNIA

April 24, 2001



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City Council
Sacramento, California

**SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM PHASE I
APPROVAL FOR SOUTHGATE MEADOWS NEIGHBORHOOD**

LOCATION AND COUNCIL DISTRICT:

The Southgate Meadows neighborhood is bound by Florin Creek on the north, Brookfield Drive and Tangerine Avenue on the east, Elder Creek on the south and Franklin Boulevard on the west in Council District 8 (see Attachment A map).

RECOMMENDATION:

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

CONTACT PERSON: Debb Newton, NTMP Manager, 264-6739

FOR COUNCIL MEETING OF: May 15, 2001

SUMMARY:

The Southgate Meadows neighborhood has been a participant in the NTMP since the kick-off community meeting held in June 2000. The goals of the neighborhood are to reduce speeding to below 30 miles per hour on certain streets within the area, to keep drivers properly aligned in their travel lanes through curves and to reduce bypass traffic. The Phase I plan, developed by the Traffic Calming Committee (TCC), is designed to meet these goals with the installation of speed humps, a traffic circle, Botts dots and striping. 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. Southgate Meadows was the third neighborhood selected for Council District 8 in that lottery. The kickoff meeting for the neighborhood was in June 2000. Since that time, the following has been accomplished using the three "E's" of this program.

Education

- Newsletters and flyers have been sent to residents to inform them of the progress of the NTMP.
- There have been surveys conducted for resident input on traffic concerns.
- The radar speed board has been deployed to the area for a few days each month to educate drivers of their speed.
- Traffic Calming Committee members attended a Neighborhood Traffic Class to learn more about traffic engineering practices, laws and traffic calming devices.

Enforcement

- Police officers from the traffic division (as NTMP partners) have patrolled the area upon request to look for traffic violations.
- Parking enforcement officers, also as NTMP partners, have patrolled the area for parking violations.

Engineering

- A traffic-calming plan has been designed by the Traffic Calming Committee, reviewed by city engineering staff and presented for comments to neighborhood residents for changes to the plan.

Phase I Improvements

The traffic-calming plan involves placing physical devices, such as speed humps, Botts dots, a traffic circle and parking striping on neighborhood streets. The Phase I plan, including proposed devices and cost estimates, is shown on Attachment B. The actual location for placement of the speed humps will be determined upon council approval and will take into consideration driveways and street characteristics.

The traffic circles will also be designed upon council approval and will be installed with temporary devices, much like those placed in midtown. After a three to six month monitoring period for the traffic circles, residents will be asked to vote on whether or not they want the temporary circles replaced with permanent circles. The cost estimate shown on Attachment B covers the cost of both the temporary and permanent traffic circles.

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, 48% (or 138) were returned with valid votes cast. Of those, 91% (or 125) were in favor of Phase I measures and 9% (or 13) were opposed. Therefore, the minimum requirement for returned ballots was met and the majority of votes cast were in favor of the Phase I plan.

FINANCIAL CONSIDERATIONS:

Gas Tax and Transportation Sales Tax provide funding for the NTMP program. When the NTMP program was adopted, it was anticipated that each neighborhood would be allocated \$25,000 for traffic calming measures. The estimated cost of the Phase I plan for Southgate Meadows is \$27,430 as shown on Attachment B. Capital Improvement Project (CIP) TS58 (Southgate Meadows NTMP) and TS31 (NTMP main account) have sufficient funds to complete this project.

ENVIRONMENTAL CONSIDERATIONS:

The project has been determined to be exempt from the requirements of the California Environmental Quality Act (CEQA), under Section 15301(c). The project involves the operation and minor alteration of existing public streets involving no expansion of use from that existing. The project includes construction and implementation of traffic control devices within existing rights-of-way and will not result in substantial diversion of traffic flows or generation of new traffic.

POLICY CONSIDERATIONS:

This program meets the Council's priorities of Neighborhood Revitalization and Enhancement and Public Safety.

EMERGING AND SMALL BUSINESS DEVELOPMENT CONSIDERATIONS:

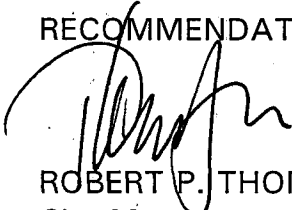
Any goods and services will be procured in accordance with established City policy.

Respectfully submitted,



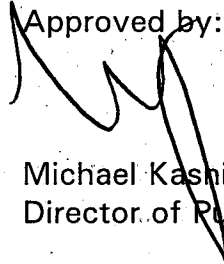
Martin W. Hanneman
City Traffic Engineer

RECOMMENDATION APPROVED:



ROBERT P. THOMAS
City Manager

Approved by:

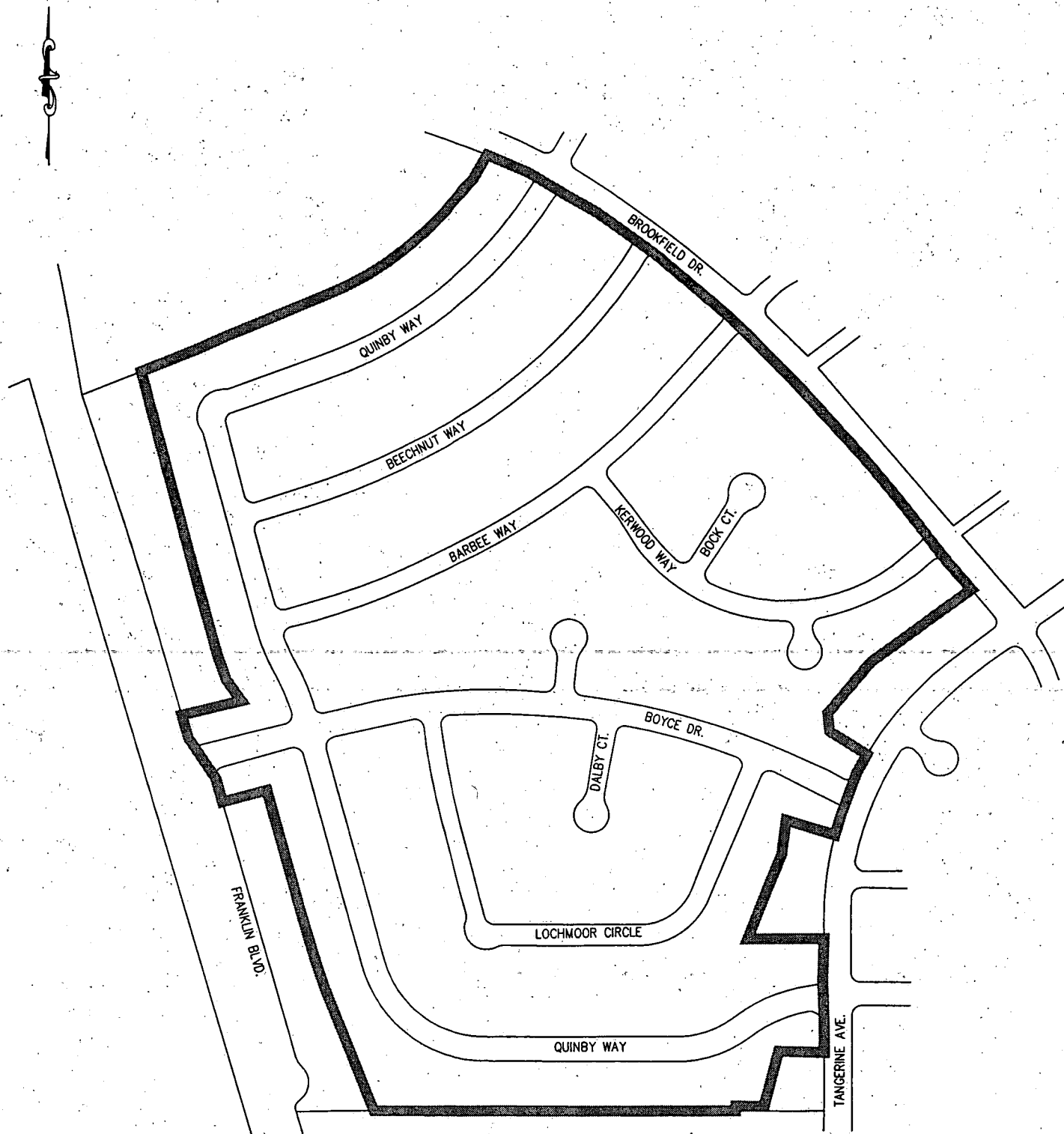


Michael Kashiwagi
Director of Public Works

Attachments

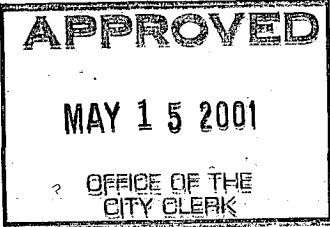
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SOUTHGATE MEADOWS NEIGHBORHOOD



SOUTHGATE MEADOWS PHASE I MEASURES AND BUDGET

Quantity	Device/Location	Total Cost
8	<u>Speed Humps</u> Installed on: Boyce Drive All segments of Quinby Way	12,000
2	<u>Relocate two stop signs</u> At Quinby Way and Boyce Drive to stop Quinby Way instead of Boyce Drive	200
1	<u>Traffic Circle</u> Installed in the intersection of: Quinby Way and Boyce Drive	10,000
2	<u>Bots Dots</u> Placed on north and south elbows of Quinby Way	500
1	<u>Parking Striping</u> Installed on Boyce Drive	1,000
6	<u>Speed Limit Signs and Legends</u> Installed on: Boyce Drive Quinby Way (two locations) Beechnut Way Barbee Way Kerwood Way	600
3	<u>Neighborhood Identification signs</u> placed at entrance points to the Neighborhood	<u>300</u>
		\$24,600
	Consultant for Transportation Review	1,600
	Contingency at 5%	<u>1,230</u>
	TOTAL ESTIMATED COST:	\$27,430



RESOLUTION NO. 2001-884

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

RESOLUTION APPROVING PHASE I TRAFFIC CALMING MEASURES FOR SOUTHGATE MEADOWS NEIGHBORHOOD

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

The Neighborhood Traffic Management Program Phase I traffic calming plan is hereby approved for the Southgate Meadows neighborhood.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____