



**APPROVED**  
MAY 7 2002  
OFFICE OF THE  
CITY CLERK

4.3

DEPARTMENT OF  
PUBLIC WORKS

CITY OF SACRAMENTO  
CALIFORNIA

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TECHNICAL SERVICES  
DIVISION

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April 23, 2002

City Council  
Sacramento, California

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

**LOCATION AND COUNCIL DISTRICT:**

The Woodlake neighborhood area is bound by Arden Way on the north, Royal Oaks Drive on the east, State Route 160 on the south and Del Paso Boulevard on the west in Council District 2 (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 plan for Woodlake.

**CONTACT PERSON:** Marty Hanneman, City Traffic Engineer, 264-7508

**FOR COUNCIL MEETING OF:** May 7, 2002

**SUMMARY:**

The Woodlake neighborhood has been a participant in the NTMP since 1998. The primary goals of the neighborhood were to reduce speeding and cut through traffic volumes on Canterbury Road and Southgate Road. These goals were partially achieved in 1998/99 with signage, striping and enforcement measures. Resident responses to a survey conducted afterward showed that these measures helped to make the neighborhood safer; however, more restrictive measures are needed to further reduce traffic concerns. In 2000, a temporary half-street closure on Canterbury Road at the Canterbury Inn was installed, and later voted out. Because traffic issues remained, a new Woodlake Traffic Calming Committee was formed in March 2001. This report contains the Phase I plan developed by this TCC.

**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. The kickoff meeting for the Woodlake neighborhood was in July 1998. Since that time, the following has been accomplished using the three "E's" of this program.

### Education

- Newsletters 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.
- Community meetings were held to discuss issues and proposed mitigations.

### 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

- Phase I measures include: stop signs, speed humps and lumps, centerline striping, and an entry way island.

### Ballot Results

The NTMP program requires residents to vote on Phase I measures. 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 606 ballots mailed to Woodlake residents, 47% (or 284) were returned with votes cast. Of the valid ballots returned, 85% (or 240) were in favor of the Phase I measures and 15% (or 44) 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**

In 1996 Price Costco Corp., as part of the Conditions of Approval for their Special Permit, was conditioned to pay all costs associated for monitoring and necessary traffic mitigation measures directly attributed to their store for the Woodlake community. To date, Costco has paid approximately \$26,500 to monitor traffic and install measures. It is anticipated that the Phase I implementation will cost an additional \$27,700 as shown on Exhibit A to the attached resolution. The cost of Phase I implementation will also be reimbursed by Costco.

A CIP number (TS52) was established to track costs.

**ENVIRONMENTAL CONSIDERATIONS:**

The planning and Building Department, Office of Environmental Affairs has reviewed the Woodlake Neighborhood Traffic Calming Plan Project and has determined that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) under Section 15301(c) of the CEQA Guidelines. This project involves the construction and implementation of traffic control devices within existing street rights-of-way and will not result in substantial diversion of traffic flows or the generation of new traffic. The project consists of the operation and minor alteration of existing public streets involving no expansion of use beyond what exists.

**POLICY CONSIDERATIONS:**

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

**ESBD CONSIDERATIONS:**

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

Respectfully submitted,



Marty Hanneman  
City Traffic Engineer

**RECOMMENDATION APPROVED:**



ROBERT P. THOMAS  
City Manager

Approved by:



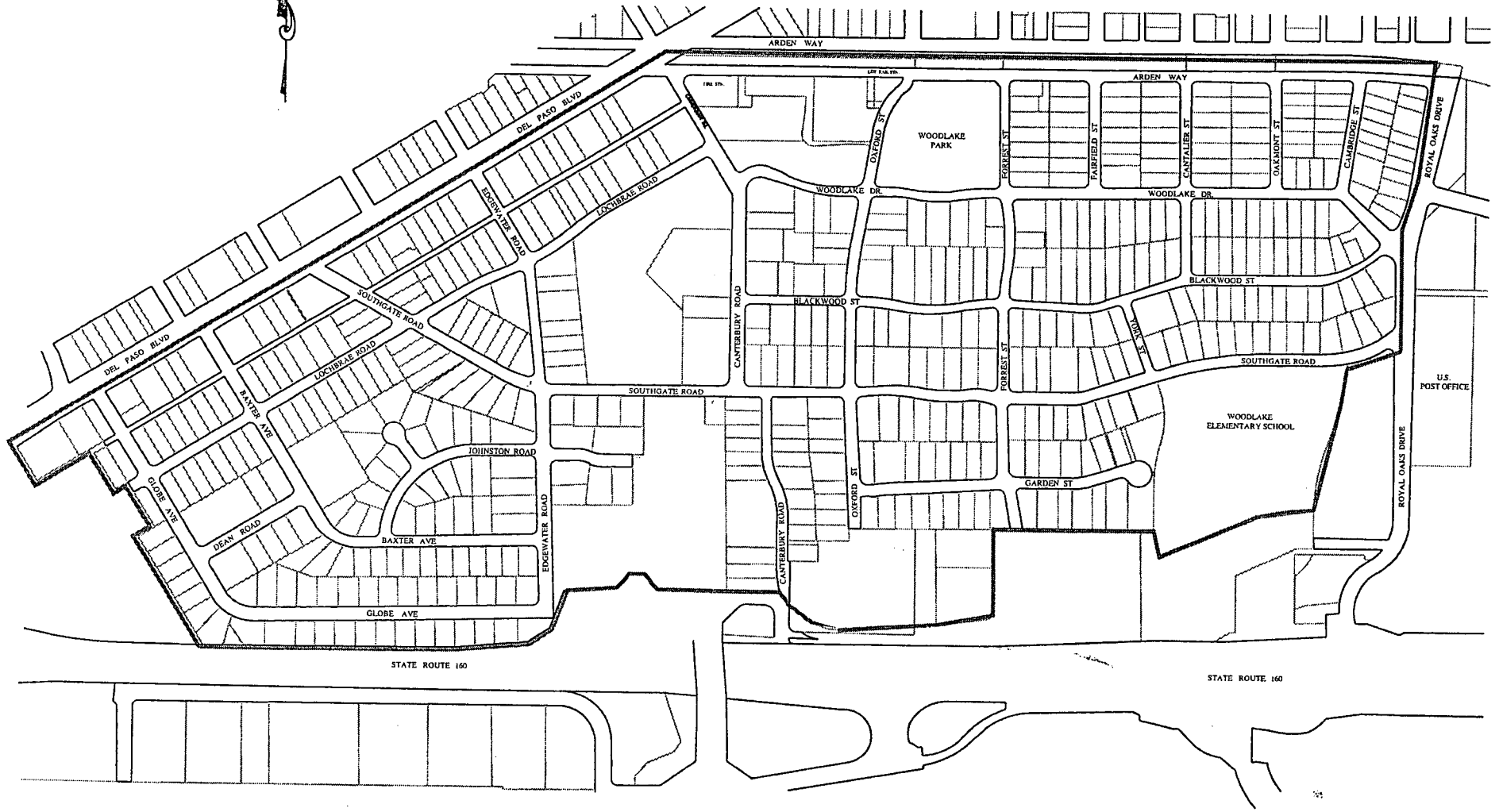
Michael Kashiwagi  
Director of Public Works

**Attachments**

File: Woodlake council report 5-7-02

# WOODLAKE NEIGHBORHOOD NTMP BOUNDARY

ATTACHMENT A



**APPROVED**

MAY 7 2002

OFFICE OF THE  
CITY CLERK

**RESOLUTION NO. 2002-260**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

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

**RESOLUTION APPROVING PHASE I TRAFFIC CALMING MEASURE  
FOR WOODLAKE 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 Woodlake neighborhood. Funding for this project is shown on Exhibit A.

\_\_\_\_\_  
MAYOR

ATTEST:

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

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

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

**WOODLAKE PHASE I MEASURES AND BUDGET**

<u>Quantity</u>	<u>Device/Location</u>	<u>Total Cost</u>
1	Entry Way Island at Southgate Rd. & Royal Oaks Dr	\$3,000
2	Remove existing undulations on Southgate Rd.	\$2,000
5	Install speed humps on Southgate Rd. between Royal Oaks Dr. and Lochbrae Rd.	\$10,000
2	Install speed humps on Globe Ave.	\$4,000
2	Install speed lumps on Canterbury Rd. between Southgate Rd. and SR 160.	\$4,000
2	Install centerline striping (Botts Dots) on Woodlake Dr near Canterbury and Globe Ave near Dean Rd.	\$1,000
5	Install stop signs at: Globe Ave & Lochbrae, Globe Ave & Dean Rd, Baxter Ave & Johnston Rd, Baxter & Edgewater, Southgate Rd & York St.	\$1,000
2	Relocate stops from Canterbury Rd & Lochbrae Rd to Canterbury Rd & Woodlake Dr.	\$500
	Consultant for Transportation Analysis and Review	\$1,700
	Contingency, engineering and inspection	<u>\$500</u>
	<b>TOTAL ESTIMATED COST:</b>	<b>\$27,700</b>

**FUNDING:**

Cost of the traffic calming project will be reimbursed by Costco. CIP #TS52 has been established to track all costs associated with this project.

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

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