



REPORT TO COUNCIL

City of Sacramento

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915 I Street, Sacramento, CA 95814-2604
www.CityofSacramento.org

Consent
August 26, 2008

Honorable Mayor and
Members of the City Council

**Title: Elder Creek Neighborhood Traffic Management Program Project
(S15071131)**

Location/Council District: The Elder Creek neighborhood is generally bound by Morrison Creek on the north, Logan Street on the east, Elder Creek Road on the south and Bibbs Drive on the west. Location Map - Exhibit A of Resolution. (District 6)

Recommendation: Adopt a **Resolution** approving the Elder Creek Neighborhood Traffic Management Plan (NTMP) Project - Phase 1 Traffic Calming Plan (S15071131).

Contact: Debb Newton, Program Analyst, 808-6739; Angie Louie, Senior Engineer, 808-7921

Presenters: None

Department: Transportation

Division: Engineering Services

Organization No: 15001161

Description/Analysis

Issue: The Elder Creek neighborhood has been a participant in the Neighborhood Traffic Management Program (NTMP) since the kick-off community meeting held in August 2007. The goals of the Elder Creek NTMP are to lower the critical speed on Pantano Drive and Sunrise South Drive and increase vehicular and pedestrian safety at key locations throughout the neighborhood.

Policy Considerations: The NTMP is consistent with the City's Strategic Plan for improving public safety and achieving sustainability and livability.

Environmental Considerations: The Development Services Department, Environmental Planning Services Division has reviewed the Elder Creek NTMP project 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, 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.

Sustainability Considerations: This project is consistent with the City's Sustainability Master Plan. It is aimed at addressing the goals and targets set forth in Transportation Infrastructure and Air Quality Focus Areas by improving and optimizing transportation infrastructure with streets that encourage pedestrians and bicycles.

Other: None

Commission/Committee Action: None

Rationale for Recommendation: The Phase I Traffic Calming Plan, developed by the Elder Creek Traffic Calming Committee, addresses speeding and vehicular and pedestrian safety at key locations in the neighborhood through the installation of speed lumps, pedestrian and slow point islands, crosswalks and striping and signage. The plan was recently approved by a vote of residents.

Phase I Improvements: The traffic calming plan involves placing physical devices on neighborhood streets. The Phase I plan for the Elder Creek neighborhood includes the installation of:

- Speed lumps on Pantano Drive and Sunrise South Drive,
- Pedestrian island on Sunrise South Drive,
- Slow point on Sunrise South Drive,
- Stop signs on Stallings Drive at Rock Creek Way and on Hainesport Way at Sunrise South Drive,
- High visibility crosswalk on Rock Creek Way at Stallings Drive,
- Standard crosswalks on Stalling Drive at Rock Creek Way, on Pantano Drive at Elder Creek Road and on Fall River Way at Elder Creek Road,
- Botts dots through the elbows on Pradera Mesa Way and on Rock Creek Way,
- Advance stop bars on the north and west sides of the intersection of Sunrise South Drive and Elder Creek Road,
- Red curb on the NE elbow on Rock Creek Way,
- Neighborhood signs at key entrance points to the neighborhood.

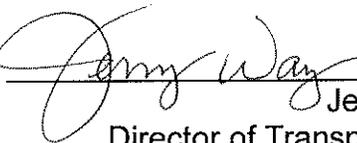
A copy of the ballot, which includes device locations, is included in the Resolution, Exhibit B.

Ballot Results: The NTMP 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 ballots mailed to Elder Creek residents, 26.7% were returned with valid votes. Of these, 96.6% (85 votes) were in favor of the Phase I measures and 3.4% (3 votes) 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: The estimated cost of the Phase I plan for the Elder Creek NTMP Project (S15071131) is \$30,240. Funding for this project will come from two sources: \$25,000 from the Elder Creek NTMP Project (S15071131) (Fund 2001) and \$5,300 from the Speed Hump Program (S15071200) (Fund 2001). As of July 25, 2008, the Elder Creek NTMP Project (S15071131) (Fund 2001) has an unobligated budget of \$25,000 and the Speed Hump Program (S15071200) (Fund 2001) has an unobligated budget of \$416,443, which is sufficient to cover the estimated cost for Phase I of the Elder Creek NTMP Project.

Emerging Small Business Development (ESBD): Any goods and services will be procured in accordance with established City policy.

Respectfully Submitted by: 
for Hector Barron
City Traffic Engineer

Approved by: 
Jerry Way
Director of Transportation

Recommendation Approved:

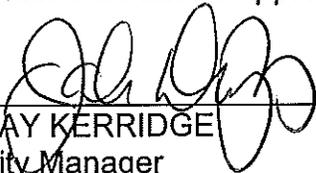

RAY KERRIDGE
City Manager

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Attachment 1**Background Information:**

The Neighborhood Traffic Management Program (NTMP) was adopted by City Council in December 1995, and officially began in May 1996. Elder Creek is the twelfth neighborhood to participate in Council District 6. The kick-off community meeting for the neighborhood was held in August 2007. Since that time, the following has been accomplished using the three "E's" (Education, Enforcement, Engineering) of this program:

Education

- Newsletters and flyers were sent to residents to inform them of the NTMP process.
- A survey of traffic issues was mailed to each residence for input on traffic concerns and comments for solutions.
- The radar speed board was deployed in 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

- Residents were informed through flyers about various traffic and parking laws.
- Police traffic enforcement and parking enforcement were requested to address speeding and parking concerns.

Engineering

- A traffic calming plan was designed by the Traffic Calming Committee, reviewed by City Engineering staff and presented to neighborhood residents for comment at a community meeting.

Attachment 2

RESOLUTION NO.

Adopted by the Sacramento City Council

**ELDER CREEK NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM
PROJECT APPROVAL (S15071131)**

BACKGROUND

- A. The Neighborhood Traffic Management Program (NTMP) was adopted by City Council in December 1995 and officially began in May 1996.
- B. The Elder Creek NTMP Project (S15071131) began in August 2007. The project has followed the NTMP guidelines established by Council resolution. Exhibit A identifies project boundaries.
- C. A traffic calming plan has been designed by residents serving on the Traffic Calming Committee and voted on by neighborhood residents with a 96.6% approval rate. Exhibit B (attached) is the ballot.

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

Section 1. The Elder Creek NTMP Project (S15071131) is approved.

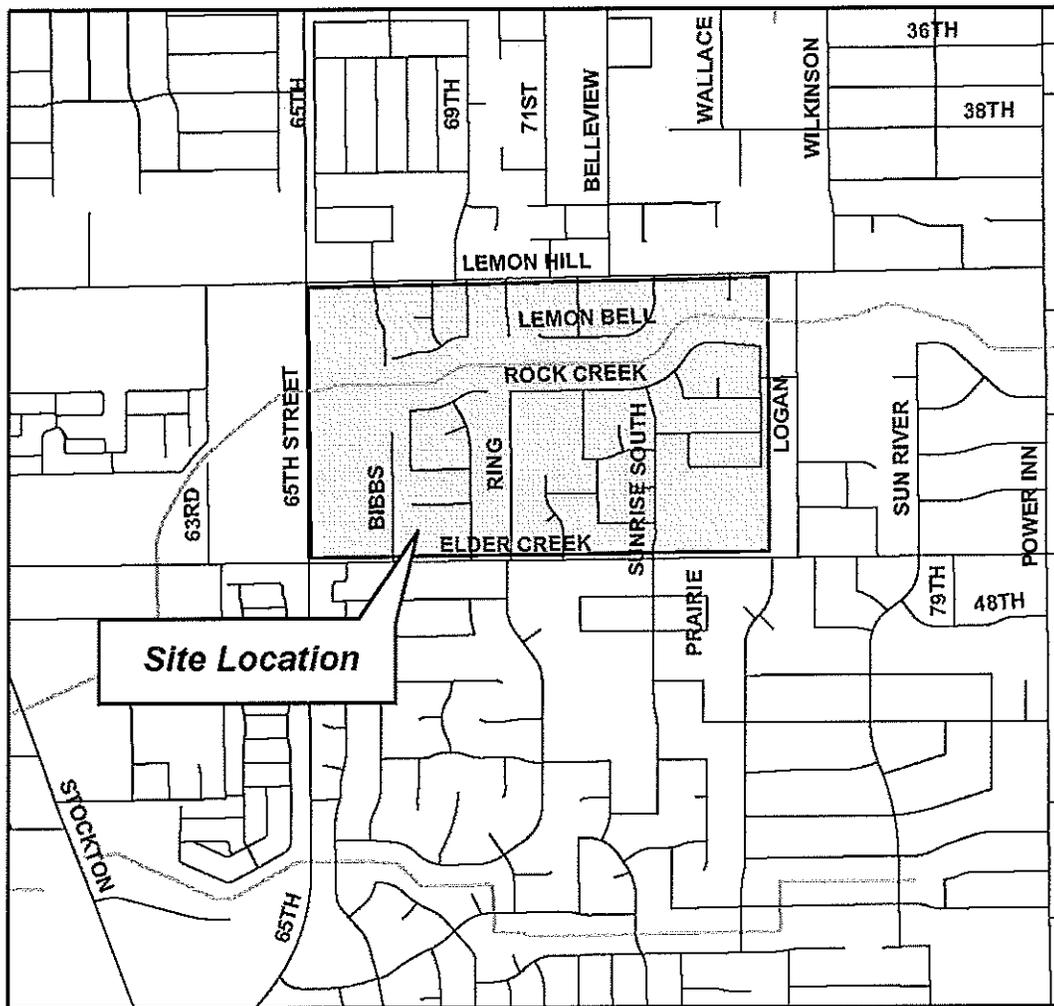
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EXHIBIT A

LOCATION MAP FOR
ELDER CREEK NTMP NEIGHBORHOOD
PROJECT ID: 15071131)



Map Contact: Hamid Khalessi
Date: July 29, 2008

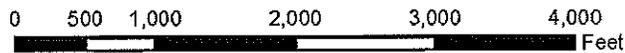


EXHIBIT B



Proposed Measures for Your Neighborhood

Below are the recommended measures. If approved, the measures will be constructed at no cost to residents and /or homeowners. You are asked to vote in favor of or against the entire traffic calming plan which includes the following measures:

- Speed Lumps** – Install on:
 - Pantano Dr,
 - Sunrise South Dr.
- Pedestrian Island** – Install on Sunrise South Dr on the north side of Elder Creek Rd.
- Slow Point Island** – Install on Sunrise South Dr approaching Rock Creek.
- Stop Signs** – Install on:
 - Stallings Dr on the east side of Rock Creek Wy,
 - Hainesport Way, east of Sunrise South Dr.
- Standard Crosswalk** – Install on:
 - Stallings Dr on the east side of Rock Creek Wy,
 - Pantano Dr on the north side of Elder Creek Rd,
 - Fall River Wy on the north side of Elder Creek Rd,
- Triple-Four Crosswalk** – Install on Rock Creek Wy, south of Stallings Dr.
- Botts Dots** – Install on the centerline on:
 - The elbows of Pradera Mesa Dr,
 - The intersection of Ring Dr and Rock Creek Wy,
- Through the NE elbow of Rock Creek Wy.

Neighborhood Signs - Install "Southeast Village" signs on:

- Stallings Dr, west of Logan St,
 - Pantano Dr, north of Elder Creek Rd,
 - Ring Dr, north of Elder Creek Rd,
 - Sunrise South Dr, north of Elder Creek Rd,
- Advance Stop Bar** – Install on the north and west sides of the intersection of Sunrise South Dr and Elder Creek Rd in advance of the cross-walks.

Red Curb – Install through the NE elbow of Rock Creek Wy on the SW side.

Do you want traffic calming measures in your neighborhood?

You have the opportunity to vote on a traffic calming plan for your neighborhood. This vote is to determine if the measures recommended by the Traffic Calming Committee (TCC), which consists of residents from your neighborhood, will be implemented.

The TCC assisted city staff in developing the plan. Various measures were reviewed and agreed upon by the TCC.

Your Vote Counts!

Every address (residence and business) within your neighborhood has received this notice and ballot. Now is your opportunity to vote for or against the proposed traffic calming measures.

You and your neighbors will decide whether or not the traffic calming measures will be implemented in your neighborhood.

If enough votes are in favor, the plan will be presented to City Council for review, final approval and funding. In order to pass, a minimum of 25% of all ballots must be returned with a simple majority in favor of the plan.

For more information call

(916) 808-8300

www.cityofsacramento.org/transportation

One ballot per address.

My address

Yes – I am in favor of the measures indicated on this ballot.

No – I am not in favor of the measures indicated on this ballot.

Comments

All responses must be postmarked by **June 20, 2008**

