



REPORT TO COUNCIL City of Sacramento

915 I Street, Sacramento, CA 95814-2671
www.CityofSacramento.org

CONSENT
October 18, 2005

Honorable Mayor and
Members of the City Council

Subject: Project Approval: Neighborhood Traffic Management Program Phase I Traffic Calming Plan for the Newton Booth Neighborhood NTMP Project (PN: TN50)

Location/Council District: The Newton Booth neighborhood is generally bound by R Street on the north, 29th Street on the east, W Street on the south and 24th Street on the west. Location map – Exhibit A of Resolution. (District 4)

Recommendation:

Adopt a resolution approving the Neighborhood Traffic Management Program (NTMP) Phase I traffic calming plan for the Newton Booth Neighborhood NTMP Project (PN: TN50).

Contact: Debb Newton, Program Analyst, 808-6739; Kate Binning, Program Specialist, 808-8365

Presenters: None

Department: Department of Transportation

Division: Engineering Services Division

Organization No: 3439

Summary:

The Newton Booth neighborhood has been a participant in the Neighborhood Traffic Management Program (NTMP) since the kick-off community meeting held in April 2004. The goals suggested by the neighborhood are to address speeding, increase safety throughout the neighborhood and reduce truck traffic on S Street and 26th Street. The Phase I plan, developed by the Newton Booth Traffic Calming Committee, is designed to address the goals through the installation of a traffic circle, pedestrian islands, standard and high-visibility crosswalks, front-in and reverse angled parking, centerline treatment, advisory signage and bike route signs and legends. The plan was recently approved by a vote of the residents.

Committee/Commission Action: None

Background Information:

The Neighborhood Traffic Management Program (NTMP) was adopted by City Council in December 1995 and officially began in May 1996. The Newton Booth neighborhood is the sixth neighborhood to participate in Council District 4. The kick-off community meeting for the neighborhood was held in April 2004. 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 progress.
- 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 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

- Residents were informed (through flyers) about various traffic and parking laws.
- Parking enforcement officers have patrolled the area for parking violations.

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.

Phase I Improvements

The traffic calming plan involves placing physical devices on neighborhood streets. The Phase I plan for the Newton Booth neighborhood includes a traffic circle, pedestrian island, standard and high-visibility crosswalks, front-in and reverse angled parking, centerline treatment, advisory signage and bike route signs and legends. A copy of the ballot, which contains device descriptions and locations, is included as Resolution Exhibit B.

Adding angled parking on 28th Street requires the removal of the existing Class II bike lanes and converting to a Class III bike route. The decision was made to install reverse, rather than front-in angled parking on 28th Street to increase the visibility and safety of cyclists when drivers pull out from the angled parking stalls. Proposed bicycle facility modifications were included after consultation with the City's Alternate Mode Coordinator.

Angled parking on the 2600 block of S Street was removed from the plan following the ballot, after a follow-up survey of residents on the segment indicated a lack of support.

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 ballots mailed to residents, 33% were returned with valid votes cast. Of those, 73.2% (or 180) were in favor of Phase I measures and 28.8% (or 66) 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 Newton Booth Neighborhood NTMP Project (PN: TN50) is \$80,850. Funding for this project will come from three sources: \$38,500 from the Newton Booth Neighborhood NTMP Project (PN: TN50) (Fund 201), \$28,800 from the On-Street Diagonal Parking (PN: TT61) (Fund 201) and \$13,550 from the Bikeway Program (PN: TV31) (Fund 201). Sufficient funds are available in these funding boundaries to cover the traffic calming improvements proposed for the Newton Booth Neighborhood NTMP Project (PN: TN50).

Environmental Considerations:

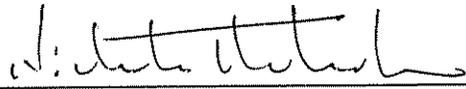
The Development Services Department, Environmental Services Division has reviewed the Newton Booth NTMP project and determined that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) under Class 1, Section 15301(c) and Class 11, Section 15311(a) of the CEQA Guidelines. Projects exempted under Class 1, Section 15301(c) consist of the operation, repair or minor alteration of existing streets and highways, sidewalks and 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.

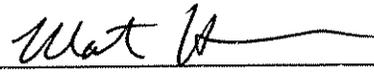
Policy Considerations:

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

Emerging Small Business Development (ESBD):

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

Respectfully Submitted by: 
Nicholas Theocharides
Engineering Services Manager

Approved by: 
Marty Hanneman
Director, Department of Transportation

Recommendation Approved:

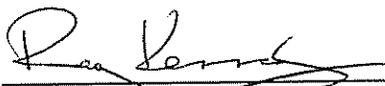

ROBERT P. THOMAS
City Manager

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RESOLUTION NO.

Adopted by the Sacramento City Council

**APPROVING THE NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM
PHASE I TRAFFIC CALMING PLAN FOR THE NEWTON BOOTH NEIGHBORHOOD
NTMP PROJECT (PN: TN50)**

BACKGROUND

- A. In December of 1995, the Neighborhood Traffic Management Program (NTMP) was adopted by City Council and officially began in May 1996.
- B. The Newton Booth Neighborhood NTMP Project (PN: TN50) began in April 2004. 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 73% approval rate. Exhibit B reflects the plan as voted on by the residents.
- D. Angled parking on the 2600 block of S Street was removed from the plan following the ballot, after a follow-up survey of residents on the segment indicated a lack of support.

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

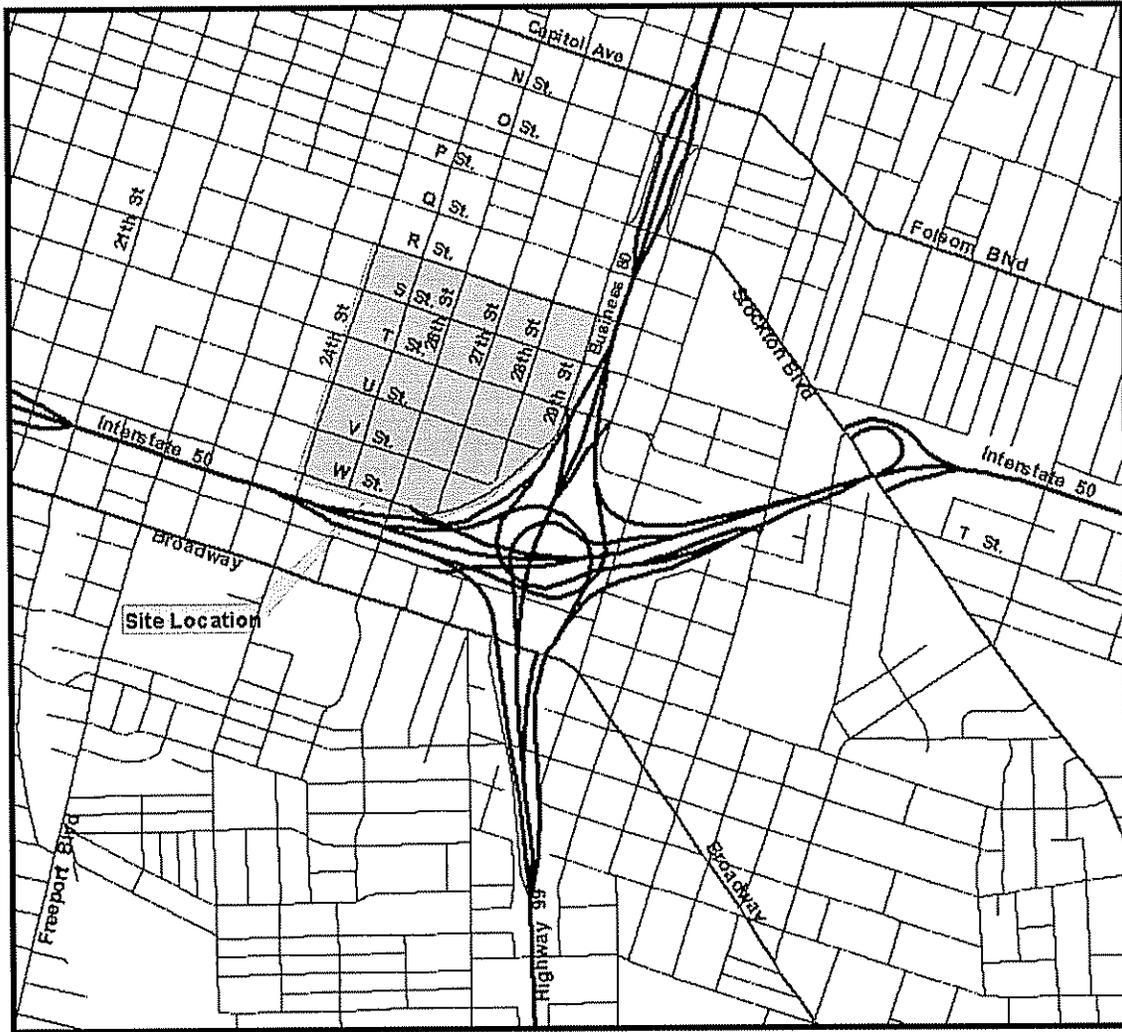
Section 1: Approve the Neighborhood Traffic Management Program Phase I Traffic Calming Plan for the Newton Booth Neighborhood NTMP Project (PN: TN50).

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Exhibit A: Newton Booth Neighborhood NTMP Location Map – 1 page
Exhibit B: Newton Booth Neighborhood Traffic Calming Plan Ballot – 1 page

EXHIBIT A

Location map for
**Newton Booth NTMP Neighborhood
(PN:TN50)**



Map Contact: Kulwinder Chahal
Date: September 20, 2005

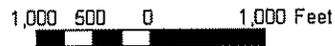


EXHIBIT B

**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

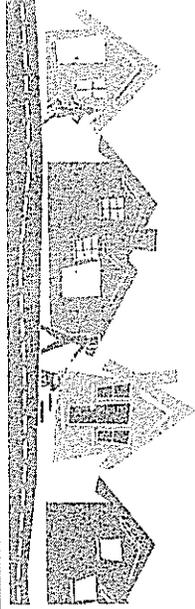
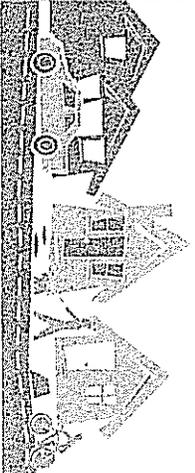
808-5307

<http://www.govsacramento.com/traffic/atmp.html>

**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 or against the entire traffic calming plan which includes the following measures:

- **Angled Parking**-Add angled parking on:
 - North side of S St from 24th St to 28th St
 - North side U St from 26th St to 27th St
- **Reverse Angled Parking**-Add "Back-In" angled parking on:
 - East side of 28th St from R St to U St
- **Traffic Circle** - Install traffic circles in the intersection of S St & 26th St
- **Pedestrian Island** - Install pedestrian island & Triple-Four (high visibility) crosswalk on:
 - West side of the intersection of T St & 27th St
- **Triple-Four Crosswalks (high visibility)** - Install on:
 - West side of the intersection of T St & 25th St
 - East side of the intersection of U St & 26th St
- **Standard Crosswalks**-Install on the north & south sides of the intersection of U St & 26th St
- **Botts Dots**- Install Botts Dots & reflective pavement markers on curve through the curve on V & 28th Sts
- **Truck Weight Limit Sign**- Install on 26th St north of W St
- **Truck Route Sign**- Install a guide sign on W St west of 26th St directing trucks to the designated truck route
- **Bike Route Signs & Legends**-Install on:
 - V St from 24th St to 28th St
 - 24th St from S St to W St
 - 28th St from S St to V St
- **"Cross Traffic Does Not Stop" sign**-Install on:
 - V St at 24th St
 - 24th St at U St
 - 25th St at T St
 - 26th St at U St
- **Advanced Curve Warning Sign** - Install on:
 - V St approaching 28th St
 - 28th St approaching V St



**It's easy
to vote!**

Tear off the ballot, cast your vote and drop it in the mail. (postage is paid).
Newton Booth

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 3, 2005