



# REPORT TO COUNCIL 11

## City of Sacramento

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

Consent  
November 14, 2006

Honorable Mayor and  
Members of the City Council

**Title:** Alhambra Neighborhood Traffic Management Program Project Approval of Phase 1 Traffic Calming Plan (PN: TN56)

**Location/Council District:** The Alhambra neighborhood is bounded by J Street on the north, 35th Street on the east, Folsom Boulevard on the south and Alhambra Boulevard on the west. Location map – Exhibit A of Resolution. (District 3)

**Recommendation:** Adopt a **Resolution** approving the Alhambra Neighborhood Traffic Management Program (NTMP) Project - Phase I Traffic Calming Plan (PN: TN56).

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**Contact:** Kate Binning, Senior Engineer, 808-8365; Hector Barron, Traffic Engineering Manager, 808-2669

**Presenters:** None

**Department:** Department of Transportation

**Division:** Engineering Services Division

**Organization No:** 3439

### Description/Analysis

**Issue:** Alhambra has been a participant in the Neighborhood Traffic Management Program (NTMP) since the kick-off community meeting held in September 2005. The goals of the Alhambra NTMP are to reduce speeding, enhance pedestrian and bicycle safety and to educate the neighborhood about traffic calming.

**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 Alhambra 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, bicycle and pedestrian trails, 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.

**Rationale for Recommendation:** The Phase I Traffic Calming Plan, developed by the Alhambra Traffic Calming Committee, addresses speeding and pedestrian safety throughout the neighborhood through the installation of signs, pavement legends and physical devices. Neighborhood identification signs are also included to encourage the residents to drive safely. The plan was recently approved by a vote of residents.

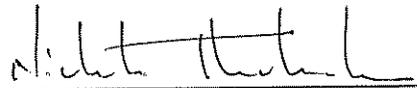
Phase I Improvements: The traffic calming plan involves placing physical devices on neighborhood streets. The Phase I plan for the Alhambra neighborhood includes the installation of a speed lump and a split speed hump on 33<sup>rd</sup> Street as well as a two lane choker on L Street and 32<sup>nd</sup> Street. Speed legends on Granada Way, 33<sup>rd</sup> Street, 34<sup>th</sup> Street and Santa Barbara Street are proposed. The plan consists of multiple pedestrian improvements including triple four crosswalks on M Street and N Street, standard bar crosswalks on 33<sup>rd</sup> Street and Granada Way, and pedestrian warning signage at the intersection of 33<sup>rd</sup> Street and Folsom Boulevard. Bike route legends will be refreshed and a bike route sign added on 33<sup>rd</sup> Street. "Cross Traffic Does Not Stop" signs will be installed on 33<sup>rd</sup> Street at M Street. A loading zone sign will be added on L Street west of Seville Way. Yield signs will be added on 34<sup>th</sup> Street at N Street. "Alhambra Neighborhood – Please Drive Safely" signs will be erected at key entrances to the neighborhood on 32<sup>nd</sup>, 33<sup>rd</sup>, 34<sup>th</sup> Streets, Santa Barbara Street and Granada Way. A copy of the ballot, which includes device locations, is included as Resolution Exhibit B.

Based on comments received during the ballot period, red curb marking on 34<sup>th</sup> Street between J Street and L Street will not be installed with this project. Further discussions will occur with 34<sup>th</sup> Street residents between J and L Streets regarding the ultimate parking configuration and any action will be addressed outside of the NTMP process.

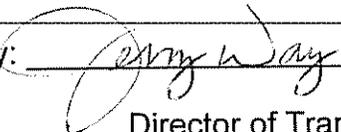
Ballot Results: The NTMP requires residents to vote on Phase I measures. In order to have a successful ballot, a minimum of 25% of all ballots must be returned. A majority vote (50%, plus 1) determines the ballot results. Of the ballots mailed to Alhambra Tract residents, 32.8% were returned with valid votes cast. Of these, 82.1% (96 votes) were in favor of the Phase I measures and 17.9% (21 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:** As of October 17, 2006, the Alhambra NTMP Project (PN: TN56) has a total budget of \$25,000 and an unobligated balance of \$24,951 which is sufficient to cover the estimated cost of \$21,550 for Phase I of the Alhambra NTMP Project.

**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

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Approved by:   
Jerry Way  
Director of Transportation

Recommendation Approved:

  
RAY KERRIDGE  
City Manager

**Table of Contents:**

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<b>Attachments</b>			
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	Pg	7	Exhibit B – Traffic Calming Plan Ballot

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

The Neighborhood Traffic Management Program (NTMP) was adopted by City Council in December 1995, and officially began in May 1996. Alhambra Tract is the ninth neighborhood to participate in Council District 3. The kick-off community meeting for the neighborhood was held in September 2005. 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 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 and school parents were informed through flyers about various traffic and parking laws.
- Police traffic enforcement was conducted to address speeding, stop sign violations and driver behavior around the neighborhood schools.
- 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.

**Attachment 2**

**RESOLUTION NO.**

Adopted by the Sacramento City Council

**ALHAMBRA NEIGHBORHOOD TRAFFIC  
MANAGEMENT PROGRAM PROJECT - PHASE 1 TRAFFIC CALMING PLAN  
APPROVAL (PN: TN56)**

**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 Alhambra NTMP Project (PN: TN56) began in September 2005. 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 82% approval rate. Exhibit B (attached) is the ballot.
- D. Based on comments received during the ballot period, red curb marking on 34<sup>th</sup> Street between J Street and L Street will not be installed. Further discussions will occur with 34<sup>th</sup> Street residents between J and L Streets regarding the ultimate parking configuration and any action will be addressed outside of the NTMP process.

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

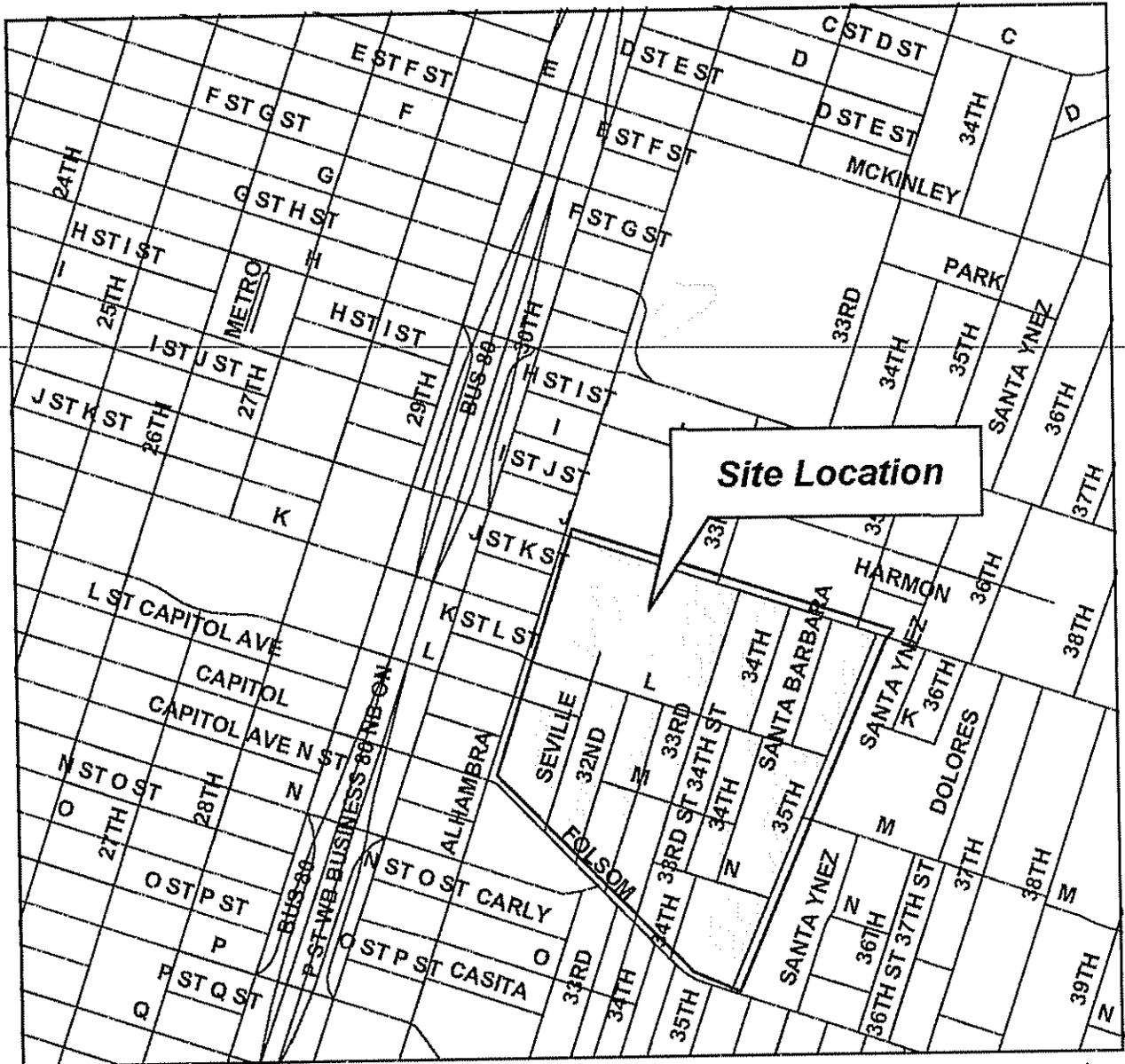
- Section 1. The Alhambra Neighborhood Traffic Management Program Project - Phase 1 Traffic Calming Plan (PN: TN56) is approved.

**Table of Contents:**

- Exhibit A: Alhambra NTMP Location Map – 1 page
- Exhibit B: Traffic Calming Plan Ballot –1 page

EXHIBIT A

Location map for  
ALHAMBRA NTMP NEIGHBORHOOD  
(PN: TN56)



Map Contact: Hamid Khalessi  
Date: September 26, 2006

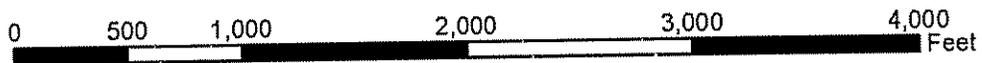


EXHIBIT B

# 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

**(916) 808-8300**

[www.cityofsacramento.org/transportation](http://www.cityofsacramento.org/transportation)



## 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:

- Neighborhood Entrance Signs "Alhambra Neighborhood"
- 32<sup>nd</sup>, 33<sup>rd</sup> and 34<sup>th</sup> Sts. just north of Folsom Blvd.
- 33<sup>rd</sup>, 34<sup>th</sup> and Santa Barbara Sts. just south of J St.
- Granada Wy./L St. between Seville Wy. and 32<sup>nd</sup> St
- Yield Sign at approaches of 34<sup>th</sup> St. to N St.
- Red curb marking on westside of 34<sup>th</sup> Street between L St. and J St. (one time only)
- Red curb marking on north side of Granada Wy./L St. at parking structure exit driveway.
- "Watch for Pedestrian" Sign on 33<sup>rd</sup> St. just north of Folsom Blvd.
- Add Loading Zone Sign on L St. at existing loading zone
- Speed legends:
  - Granada Wy./L St. just west of 35<sup>th</sup> Street
  - Granada Wy./L St. between Seville Wy. and 32<sup>nd</sup> St.
  - 33<sup>rd</sup> St. just north of Folsom Blvd.
  - 33<sup>rd</sup>, 34<sup>th</sup> and Santa Barbara Sts. just south of J St.
- Standard Crosswalks at 33<sup>rd</sup> St./L St. and 33<sup>rd</sup> St./M St.
- Standard Crosswalk on 33<sup>rd</sup> St. at Folsom Blvd.
- Standard Crosswalk on Granada Wy. approach to Alhambra Blvd.
- Triple Four Crosswalk on N St. at 33<sup>rd</sup> St.
- Triple Four Crosswalk on M St approach to 32<sup>nd</sup> St.
- Refresh Bike Route sign and road legend on 33<sup>rd</sup> St. and L St.
- "Cross Traffic Does not Stop" sign on 33<sup>rd</sup> St. at M St.
- Split Speed Hump on 33<sup>rd</sup> St. between Granada Wy./L St. and J St.
- Speed Lump on 33<sup>rd</sup> St. just north of N St.
- Two-lane choker on west leg of L St./32<sup>nd</sup> St. intersection



# It's easy to vote!

808-8365



Hablamos español  
我們講中文  
ଆମ ଭାଷାରେ ମଧ୍ୟ  
ଆମ ସେବା ଉପଲବ୍ଧ  
ଆମ ସେବା ଉପଲବ୍ଧ  
ଆମ ସେବା ଉପଲବ୍ଧ  
ଆମ ସେବା ଉପଲବ୍ଧ

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

## Alhambra

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

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\_\_\_\_\_

\_\_\_\_\_

All responses must be postmarked by

**August 31, 2006**