CITY OF WEST SACRAMENTO MEMORANDUM

TO: Honorable Mayor Christopher L.Cabaldon and Members of City Council

FROM: Stephen M. Patek, Director of Public Works and Community Development

DATE: July 15, 2008

SUBJECT: Traffic Committee Meeting Agenda

Attached are the agenda, corresponding report, and background information for the Traffic Committee meeting to be held on Tuesday, July 27, 2008 at 5:30 p.m. in the City Council Chambers, Civic Center, 1110 West Capitol Avenue, West Sacramento.

cc: Toby Ross, City Manager

Carol B. Richardson, Assistant City Manager

Jon Robinson, Deputy City Manager

Charline Hamilton, Development Services Manager

Kryss Rankin, City Clerk (6)

Dan Drummond, Chief of Police

Derek Brummett, Police Lieutenant

Trent Tyler, Police Sergeant

Walt Abel, Police Officer

Matt Luiz, Police Officer

Mark Salvo, Police Officer

Al Terrell, Fire Chief

Eric Edgar, Fire Division Chief

Greg Fabun, Public Works Manager

Jim Elrod, Utilities Maintenance Superintendent

Danny Valencia, Assistant Utilities Maintenance Superintendent

Loren Alander, Chief Maintenance Worker

Bob Johnston, Director of Parks and Community Services Department

Barbara Moore, Community Services Manager

Val Toppenberg, Director of Redevelopment

Tina Gontarski, Director of Housing and Community Investment

Cameron Beebe, Supervising Civil Engineer

Raymond Santiago, Traffic/Transportation Manager

Greta Vohlers, Transportation Program Specialist

Peter Hansen, Engineering Assistant III

Dennis Regaller, Engineering Assistant II

Edward Healy, Engineering Technician III

Memorandum File

CITY OF WEST SACRAMENTO AGENDA

REGULAR MEETING OF THE TRAFFIC COMMITTEE July 22, 2008 5:30 P.M.

1. Roll Call

Walt Abel, Police Officer Eric Edgar, Fire Division Chief Jim Elrod, Utilities Maintenance Superintendent

- 2. Presentations by public on matters not on the agenda within subject matter jurisdiction of the committee.
- 3. **Organization**
 - A. Confirmation of the September 23, 2008 Traffic Committee Meeting Date.
- 4. Discussion of Items from Previous Meetings
 - A. On-going Traffic Calming Project Areas.
 - B. Implementation of the neighborhood traffic calming plan for the Bryte neighborhood.
- 5. Current Traffic Investigations/Issues for Consideration
 - A. Discussion on recommended revisions to designated truck routes.

The meeting will be held in the City Council Chambers of the City of West Sacramento, 1110 West Capitol Avenue, West Sacramento, CA.

I declare under penalty of perjury that the foregoing agenda for the July 22, 2008 regular meeting of the Traffic Committee of the City of West Sacramento was posted on or before July 17, 2008 in the office of the City Clerk, Civic Center, 1110 West Capitol Avenue, West Sacramento, CA and was available to the public during normal business hours.

Raymond A. Santiago, Traffic/Transportation Manager

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Individuals with special needs may call 617-4500.

TRAFFIC COMMITTEE AGENDA REPORT BACKGROUND INFORMATION

July 22, 2008

- 1. ROLL CALL
- 2. PRESENTATIONS BY THE PUBLIC ON MATTERS NOT ON THE AGENDA BUT WITHIN THE SUBJECT MATTER JURISDICTION OF THE COMMITTEE.

3. ORGANIZATION

Confirmation of the September 23, 2008 Traffic Committee Meeting Date.

The next Traffic Committee meeting will be held on **Tuesday**, **September 23**, **2008** at **5:30 p.m.** in the City Council Chambers.

4. DISCUSSION OF ITEMS FROM PREVIOUS MEETINGS

A. Ongoing Traffic Calming Project Areas

This item was placed on the agenda to provide the Committee with an informational update.

GENERAL

Residential Traffic Calming Program (RTCP), status of neighborhood activity to date: **Active Areas:**

Bryte Neighborhood – A kick-off meeting was held by staff for the Bryte neighborhood on March 21, 2007. 12 residents volunteered to serve on the neighborhood traffic calming committee. The committee had been meeting regularly since the beginning of April. A draft traffic calming plan was prepared and presented to the neighborhood at an Open House on August 2, 2007. Residents had an opportunity to review and comment on the draft plan. The committee then modify the plan based on feedback at the Open House. A neighborhood ballot to approve the plan was mailed out in September 2007 which resulted in 82% of the returned ballots in favor of the plan and 18% opposed. The Traffic Committee approved the plan and staff expects to have the plan implemented this Fall.

<u>Lighthouse Drive</u> – In the Fall of 2006, the city was approached by residents of Lighthouse Drive to pay for traffic calming measures in exchange for an expeditious response. Staff presented the issue to the Economic Development Advisory Commission in January 2007. This resulted in the revision to the Residential Traffic Calming Program to include provisions which would allow a neighborhood to pay for traffic calming and be expedited. The Lighthouse Drive residents, along with Grupe Company, the developer, deposited funding to cover the costs of speed cushions on Lighthouse Drive between Douglas Street and Westlake Drive. The Traffic Committee approved the plan at the March 20, 2007 meeting. Implementation of the plan began in the Fall of 2007, however, contractor error required the re-construction of the speed cushions. Work was delayed through the winter months and recommenced earlier this summer. Staff is currently working with the contractor to complete the work.

<u>Elkhorn Village</u> – The RTCP process was initiated in April 2005 and the proposed traffic calming plan was approved by residents via neighborhood ballot in March 2006. The Traffic Committee approved the plan at the March 20, 2007 meeting. Installation has been delayed to accommodate the pending pavement rehabilitation project planned for the neighborhood.

<u>States Streets (South of 15th Street)</u> – The RTCP process began for the States Streets neighborhood (South of 15th Street) in April 2005. The proposed traffic calming plan was voted-on and approved by the neighborhood in October 2005. The Traffic Committee Approved the plan in November 2005 and installation of the traffic calming plan was completed in the Fall of 2007.

B. <u>Implementation of the neighborhood traffic calming plan for the Bryte</u> neighborhood.

A kick-off meeting was held by staff for the Bryte neighborhood on March 21, 2007. 12 residents volunteered to serve on the neighborhood traffic calming committee. The committee began meeting regularly at the beginning of April 2007. A draft traffic calming plan was prepared by the neighborhood traffic calming committee and was presented to the neighborhood at an Open House on August 2, 2007. Residents were able to review and comment on the draft plan which includes the installation of speed humps, speed cushions, lane narrowing and all-way stop installations. Based on comments received at the Open House, the traffic calming committee modified the plan accordingly.

Ballots were sent to neighborhood residents in September 2007. The proposed traffic calming plan was approved by residents with 82% of the ballots in favor of the plan and 18% opposed.

At the January 22, 2008 Traffic Committee meeting, staff recommended that the Traffic Committee approve the implementation of the proposed neighborhood traffic calming plan for the Bryte neighborhood as approved by neighborhood residents via ballot in September 2007. The item was passed unanimously. Staff is in the process of preparing the plans and specifications for construction of the plan and expects to go out to bid and construction this Fall.

5. Current Traffic Investigations/Issues for Consideration

A. <u>Discussion on recommended revisions to designated truck routes.</u>

Truck routes are designated on local roadways to guide local, regional, and interstate trucks along the safest, most direct routes to areas of the city served by these types of vehicles. The city's truck routes consists of local truck routes, which serve trucks meeting standard "legal" sizes, and Surface Transportation Assistance Act (STAA) truck routes, which serve larger trucks which exceed standard lengths, widths, and/or weights.

In 1982, the federal government passed the STAA. This act required states to allow larger trucks on the "National Network," which is comprised of the Interstate system plus the non-Interstate Federal-aid Primary System. "Larger" trucks are defined as double-trailers with 28.5-foot trailers, single-trailers with

48-foot semi-trailers and unlimited kingpin-to-rear axle distance, unlimited length for both vehicle combinations, and widths up to 102 inches.

In 1983, California passed AB 866 which implemented the STAA provisions and increased the "California Legal" vehicle length from 60 to 65 feet and vehicle width from 8.0 to 8.5 feet. In 1986, SB 2232 increased the maximum kingpin-to-rear-axle length from 38 to 40 feet for trailers with two or more axles.

The STAA Network is made up of the National Network, Terminal Access, and Service Access routes. Terminal Access routes are portions State routes or local roads that can accommodate STAA trucks. Terminal Access routes allow STAA trucks to travel between National Network routes, reach a truck's operating facility, or reach a facility where freight originates, terminates, or is handled in the transportation process.

Service Access routes allow STAA trucks to exit the National Network to access highways which provide reasonable access to terminals and facilities for purposes limited to fuel, food, lodging, and repair, when that access is consistent with safe operation. The facility must be within one road mile of an exit from the National Network.

Due to the high volume of truck traffic in the city, the PWCDD's Transportation Section and the Police Department's Traffic Division have been working together to increase safety and efficiency of truck traffic within the city. This is being done by increased enforcement and a review of truck routes and their signing. The Police Department has acquired equipment and devoted personnel to assist with enforcement.

In the Spring of 2007, based upon staff's recommendations, the City Council approved modifications to the Municipal Code to expand designated STAA routes within the city. Since then, issues have arisen which necessitated a review of city truck routes. The business owners, the public and the Police Department reported issues with STAA trucks traveling along streets that could not accommodate their size, resulting in damage to public facilities such as sidewalks, medians, signing, traffic signals and other street furniture. The Police Department also identified additional streets which provided access to new or existing businesses served by STAA trucks as well as streets that no longer contained businesses served by STAA trucks.

In response, staff initiated a review of the truck routes. To assure that any modifications addressed the best interest of the traveling public, existing and projected businesses, and city interests, staff solicited input from the Police Department and Economic Development to refine the truck route system throughout the city.

This review resulted in the following recommended modifications:

- I. ADD AS STAA ROUTES (75 feet or less)
 - 1. Riverside Pkwy (Reed Ave Stillwater Rd)
 - 2. Embarcadero Dr (Riverside Pkwy (north) Riverside Pkwy (south))
 - 3. Stillwater Rd (Reed Ave Riverside Pkwy)
 - 4. IKEA Ct (Reed Ave Riverside Ct)

- 5. Riverside Ct (Reed Ave IKEA Ct)
- 6. "F" St (Jefferson Blvd RxR)
- 7. "E" St (West St RxR)
- 8. West St ("F" St "E" St)
- 9. Overland Ct (Industrial Blvd Overland Ct (south))
- 10. Parkway Blvd (Industrial Blvd Parkway Blvd (south))
- 11. Seaport Blvd (West-end Parkway Blvd)
- 12. Channel Dr (Seaport Blvd Channel Dr (west))
- 13. Del Monte St (Harbor Blvd Terminal St)
- 14. Shore St (Front St Del Monte St)
- 15. Terminal St (Front St Industrial Blvd)
- 16. Carlin Dr (Oates St Ramco St)
- 17. Oates St (Carlin St Ramos Dr)
- 18. Ramos Dr (Oates St Promenade St)
- 19. Promenade St (Ramos St Southport Pkwy)
- 20. Ramco St (Southport Pkwy Southport Pkwy (south)

II. REPLACE STAA ROUTES AS LOCAL ROUTES (65 feet or less)

- West Capitol Ave (Northpoint Dr Harbor Blvd)
- 2. Jefferson Blvd (Park Blvd 15th St)
- 3. 15th St (Jefferson Blvd South River Rd)
- 4. South River Rd (Riske Ln South River Rd (south))

III. REMOVE AS TRUCK ROUTE ALTOGETHER

- 1. North Harbor Blvd (City Limits north Reed Ave)
- 2. Sacramento Ave (Douglas St "I" St Bridge)

Along with the addition and removal of truck routes, staff is also recommending removal of truck routes along two roadway segments, North Harbor Boulevard, between the north city limits and Reed Avenue, and Sacramento Avenue/C Street between Douglas Street and the 'I' Street Bridge. The former is based on numerous requests form residents in the Bryte neighborhood. Staff has contacted Caltrans and Yolo County, and both agencies concur with the recommendation. River Road has long been used as a shortcut for trucks from I-5. Concerns about the levee add to the need to remove trucks from this roadway segment. Trucks can easily access this area of the city via I-80. The segment of Sacramento Avenue/C Street between Douglas Street and the 'I' Street Bridge has been coordinated with the City of Sacramento, who share concerns about the limited width of the lanes on the bridge to safely serve trucks.

Staff recommends that the Traffic Committee review staff's recommendations and provide input. Staff will incorporate the Committee's input into the final proposal to the City Council.