CITY OF SACRAMENTO
TRANSPORTATION PROGRAMMING GUIDE
JUNE 2008

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INTRODUCTION

BACKGROUND

The Transportation Programming Guide (TPG) is a comprehensive document that ranks the City of Sacramento's transportation programs and projects. Ten transportation program areas are identified:

- Major Street Improvements
- Street Maintenance
- Street Reconstruction
- Traffic Signals
- Alternate Modes
- Bridge Replacement and Rehabilitation
- Streetscape Enhancement
- Pedestrian Improvements (added this year)
- Speed Humps
- Train Horn Quiet Zones

The Transportation Programming Guide also summarizes development driven projects in the following areas:

- North Natomas
- River District (Richards Boulevard)/Railyards Area
- Granite Regional Park
- South Natomas
- Delta Shores

Although projects are ranked within the ten program areas, this document is a guide identifying the relative transportation merit of the individual projects evaluated. It may occasionally be appropriate to take projects out of order because of funding source availability, project feasibility or deliverability, physical constraints, and/or partnerships with other agencies or groups.

CITY AND COMMUNITY PARTNERSHIP

During development of the Year 2008 Transportation Programming Guide, City staff worked with a Council-appointed Community Advisory Committee. This committee was comprised of members who represent:

- The Mayor
- Each of the Councilmembers
- The Sacramento Area Bicycle Advocates; and
- Breathe California (formerly The American Lung Association)

City staff also conducted an outreach program, which intended to maximize the opportunity for community input throughout the development of the Transportation Programming Guide. The outreach process was comprised of several tasks that are listed below:

- Meeting with Councilmembers: These meetings provided for the opportunity for Councilmembers to provide input, review draft deliverables, and hear highlights of input received from the community.
- Interactive Website: The Transportation Programming Guide web page was frequently updated to allow input from the community and to provide draft deliverables for public review.
- Presentations to BAC & Planning Commission: Presentations were given to the Bicycle Advisory Committee and the Planning Commission for input.
- Presentations/Announcements to Neighborhood Service Area (NSA) Leadership Meetings: With the assistance of the NSA directors, presentations were given to the NSA Leadership. Announcements were made at these meetings regarding availability of deliverables and review periods and meetings dates.
- Public Open House: A public open house was held early in the process in March, 2007. The purpose of the open house was to educate the public on the TPG and solicit input from the community.

DEVELOPMENT OF THE TRANSPORTATION PROGRAMMING GUIDE

City staff, working with the Community Advisory Committee and incorporating input received through the outreach program, made some minor modifications to the previous years' criteria. The criteria modifications were approved by the City Council on February 12, 2008.

The Pedestrian Improvement Program is a new section that was added to this year's Transportation Programming Guide. This section prioritizes improvements that will provide pathways, crossings, and other pedestrian amenities throughout the city. The previous Transportation Programming Guides had a Sidewalks to Schools Program that prioritized sidewalk projects eligible for Federal and State Safe Routes to Schools grants. This section has been merged with the Pedestrian Improvements Section and the Safe Routes to Schools projects have been flagged.

Project ideas were solicited from Mayor and City Council, the Planning Commission, City staff, Community Advisory Committee, the general public, City Manager's Office and Neighborhood Services. Staff screened project suggestions for eligibility and applied the Council-approved criteria to score and rank eligible projects. The scored and ranked project lists were reviewed by City staff and the Community Advisory Committee to ensure that the criteria were applied correctly. The scored and ranked lists were approved by City Council on May 20, 2008.

MAJOR STREET IMPROVEMENTS PROGRAM

INTRODUCTION

The City of Sacramento's Major Streets carry the majority of City traffic. These streets include:

Expressways: Expressways are designed for relatively long distance through movement. They have limited access with few cross streets. All cross street intersections are signalized. Residential driveways are prohibited. Limited non-residential driveways are allowed based upon driveway spacing. Expressways have moderate to high speeds with moderate to high volumes on eight or less travel lanes.

Arterials: The arterial street system is used to provide a high level of mobility for travel through the region and within and between adjacent sub-areas of the City. The arterial streets have moderate speeds with moderate to high volumes on six or less travel lanes. Six lane arterials, (major arterials), provide intra-city transportation and inter-region transportation for large volumes of vehicles while providing access to abutting properties. Four lane arterials connect major facilities, but provide more access than a six lane arterial. Principal land-uses served by arterials are central business districts, community shopping centers, community colleges, large industrial plants, high schools, large office complexes, community hospitals, clinics, and fire stations.

Collectors: The collector system is deployed throughout the entire city to provide mobility between neighborhoods or from neighborhoods to the arterial system. An adequate collector system is needed to ensure these localized movements do not occur on principal routes or major arterials. Collector streets have low speeds, low to moderate volumes on two or three lanes. Principal land-uses served are elementary schools, smaller industries and warehouse facilities, neighborhood shopping centers, small office buildings including clinics, neighborhood parks residential uses, and community service uses.

Major Street projects generally have a minimum construction cost of $1 million and represent projects of regional transportation significance. Typical Major Street Improvement Program projects include:

- Roadway Widening
- Extensions/Connections
- Grade Separations
- Interchange/Intersection Construction or Modification

These improvements are planned to close gaps in the City's circulation network, relieve congestion, improve safety, and/or provide for the efficient movement of people, services, and goods. All Major Street Improvement Projects will be designed and built as "complete streets" consistent with the Pedestrian Friendly Street Guidelines adopted February 24, 2008.

GOALS AND POLICIES

The Major Street Improvements Program is consistent with the following City of Sacramento General Plan (adopted January 19, 1988, reflects City Council Amendments through September 2000) goals and policies:

Goals:

1. Create a street system which will ensure the safe and efficient movement of people and goods within and through communities, and to other areas in the City and region.

   Policy:

   Explore actions which allow for the prioritization, planning, and construction of new facilities.

2. Create and maintain a street system that protects residential neighborhoods from unnecessary levels of traffic.

   Policy:

   Continue, wherever possible, to design streets and to approve development application in such a manner as to eliminate high traffic flows and parking problems within residential neighborhoods.

3. Work toward achieving an overall Level of Service C[1] on the City's local and major street system.

   Policies:

   - Work toward the most efficient use of the City's existing street system.
   - Explore other transportation modes that will lead to a decrease in demand of the City's surface street system.

4. Increase the capacity of the transportation system.

   Policy:

   Support programs that improve traffic flow.

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[1] Level of Service (LOS) is a term used to describe the quality of traffic operations on roadways and at intersections. Letters ranging from A to F denote levels of service, with A describing free-flowing conditions and F describing congested conditions. The City of Sacramento General Plan (adopted January 19, 1988, reflects City Council Amendments through September 2000) has adopted a service level standard of C for both roadways and intersections.

The Major Street Improvements Program is consistent with the following City of Sacramento Strategic Plan goals:

Goals:

1. Improve and expand public safety

Policy:

Points are given to projects based on the existing collision rates. The Public Safety score determines twenty percent of the final score.

2. Achieve Sustainability and Enhance Livability

Policy:

Points are given to projects based on congestion mitigation, infill development, and improving access for bikes, pedestrians, and transit.

Policy:

Major Street Improvement Projects are designed and built, consistent with the City Pedestrian Safety Guidelines, to be accessible by vehicles, bicycles, and pedestrians.

3. Expand economic development throughout the City

Policy:

Points are given to projects that fall within geographic areas defined by the Economic Development Strategy.

PROJECT LIST DEVELOPMENT

Eligibility Criteria

Projects on Major Streets are considered if they support the previously identified goals, and one or more of the following conditions exist:

Roadway Widening: If the existing volume on a street exceeds 80% of the street's capacity (i.e., the Level of Service is below C), lanes are of substandard width, or widening is needed to serve anticipated development, provided that such widening does not conflict with the City's adopted goals and policies, such as Smart Growth Principles or Infill Opportunity Areas.

Extensions/Connections:	If extending a major street or connecting two major streets will close a gap, improve traffic circulation, or relieve congestion on other streets that have a service level below C (i.e., LOS D, E, or F).
Grade Separations:	If the existing service level is below C, or there are problems with conflicts between vehicular traffic and/or rail traffic.
Interchange Construction:	If an interchange is needed to serve development or to relieve congestion at a nearby interchange with an existing service level below C.
Interchange Modification:	If the existing service level at the over-crossing, at the ramp intersections, or on the ramps is below C, or if a partial interchange exists and the modification will upgrade it to a full interchange.

PROJECT RANKING PROCESS

Eligible projects are scored and ranked using nine criteria: Congestion, Public Safety, Economic Development, Infill Development, Cost (to the City), Deliverability/Readiness, Volume, Gap Closure, and Bicycle, Pedestrian and Transit. If the roadway segment or intersection has not yet been built, then the criteria are applied to the facility that will receive the most benefit from the project. The maximum possible score is 100 points, which are assigned for the nine criteria as described below.

1. Public Safety ..... (Max. Points: 20)

The accident rate of the project is compared to the highest accident rate of all the Major Street projects being evaluated. The accident rate used is the average rate for the three latest years for which accident data is available. Points are assigned as follows:

$$\frac{\text{3 Year Average Collision Rate}^{2}\text{ of Project}}{\text{Highest Collision Rate of Projects Considered}} \times 20 = _____$$

2. Economic Development ..... (Max. Points: 10)

- Does the project fall within one of the nineteen (19) Neighborhood Commercial Revitalization Areas? If Yes on (10 points)
- Is the project located within one of the twenty-seven (27) Key Development Opportunity Areas or Sites? If Yes on (5 points)

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2 The collision rate is the annual number of accidents per 1 million vehicle miles. Accident Rate = Accidents x 10^6/ (ADT x segment miles x 365)

- Is the project located in either the Merged Downtown or SP/Richards Redevelopment Area? If Yes on (5 points)
- Is the project located in a Business Improvement District (BID) or Property-Based Improvement District (PBID)? If Yes on (5 points)

3. Congestion ..... (Max. Points: 20)

Existing and future (Year 2025) congestion are determined for each project by calculating the volume to capacity ratio (V/C), which is the ratio of the average daily traffic (ADT) to the theoretical maximum ADT the facility can carry. The ratios are then compared to the highest V/C of all the Major Street projects being evaluated, as follows:

Existing V/C of Project _____ X 12 = _____
Highest Existing V/C of Projects Considered

Year 2025 V/C of Project _____ X 8 = _____
Highest Year 2025 V/C of Projects Considered

1. Infill Development..... (Max. Points: 15)

Is the project in one of the Infill Areas as defined in the City of Sacramento Infill Strategy adopted on May 14, 2002. This document defines infill in four categories:

(Maximum Points 10)

Target Residential Area_____Yes (10 points)
Central City Area _____Yes (10 points)
Neighborhood Commercial Revitalization Area _____Yes (10 points)
Transit Station Area _____Yes (10 points)

Is the project in a City Redevelopment Area excluding the Merged Downtown or SP/Richards Area or in a Community Development Block Grant eligible area?
Yes (5 points)

2. Cost..... (Max. Points: 5)

Points are assigned inversely proportionally to the cost of the project as follows:

Lowest Cost Project X 5 = _____
Project Cost

3. Deliverability/Readiness ..... (Max. Points 5)

Projects are scored based on whether critical milestones have been completed, as detailed below:

Has the Environmental Determination been approved?
_____ Yes (3 points) _____ No (0 points)
Has a Project Study Report or a Feasibility Study been approved or completed with a result that the project is feasible?

_____ Yes (3 points) _____ No (0 points)

4. Volume ..... (Max. Points: 7)

Existing volumes on the candidate roadways are evaluated, with the higher volume streets receiving more points:

$$\frac{\text{Existing ADT of Project}}{\text{Highest Existing ADT of Projects Considered}} \times 7 = _____$$

5. Gap Closure ..... (Max. Points: 8)

Freeway Interchanges
1 point given for each freeway interchange ramp added by project
Roadway Extension
5 points given to projects that either close a gap or connect missing links in a route
3 points given to projects that will close a bicycle facility gap
3 points given to projects that will reduce vehicle travel through a residential neighborhood

6. Bicycle, Pedestrian, and Transit ..... (Max. Points: 10)

4 points given for streets identified as a designated Class 2 or 3 bikeway (existing or proposed) in the City/County Bikeway Master Plan
4 points given if the project is on a bus route
4 points given if the project adds sidewalk where there currently is none
6 points given if the project improves access to a LRT station or to a commuter rail station

SUMMARY

The Major Street Improvement priority listing is presented in Table A-1 and Table A-2. Figure A-1 shows the approximate location of these projects.

There were no new projects added to this year's list.

There were two projects deleted from the list.

- Sheldon Road Widening from Bruceville Road to Highway 99 This project has been completed.
- Highway 99 at Sheldon Road Interchange Improvements This project is currently being constructed by the City of Elk Grove.

Two projects in the Railyards area were re-defined to reflect the current plans for the area.

- Access Improvements from the Railyards to Richards Blvd & I-5 - formerly Railyards Access Road.
- 5th Street Extension – formerly 6th Street Extension

TABLE A-1

YEAR 2008 - MAJOR STREET PROJECTS

2008 Rank	2006 Rank	Council District	MAJOR STREET PROJECT	Note	Planning Level Project Cost (from 2005)	Pub Safe Score	Econ Dev Score	Congestion Score	Infill Score	Cost Score	Deliv/Ready Score	Volume Score	Gap Close Score	Bike, Ped & Transit Score	TOTAL SCORE
			Maximum Points in Scoring Category:			20.0	10	20.0	15	5.0	5	7.0	8	10	100
1	1	1	Richards Blvd/I-5 Interchange Ultimate Improvements		45,000,000	20.0	10	11.1	10	0.1	0	3.2	1	8	63.5
2	2	1	Access Improvements from the Railyards to Richards Blvd & I-5 - formerly Railyards Access Road	1	10,500,000	15.9	10	11.4	15	0.6	0	3.4	0	6	62.3
3	3	3,6	Folsom Blvd Widening from 65th St to Power Inn Rd		38,000,000	3.6	10	15.4	15	0.2	3	2.6	0	10	59.8
4	4	1	Richards Blvd/SR 160 Interchange Improvements		36,000,000	11.5	10	10.1	15	0.2	0	3.3	5	4	59.0
5	9	2	Silver Eagle Rd Widening - Norwood Ave to Mabel Ave		2,000,000	15.4	0	11.1	15	3.0	0	1.8	0	10	56.4
6	8	1	Railyards Blvd Extension (Formerly called Gateway Blvd) and North 12th St/North B St Intersection Improvements		30,000,000	11.4	10	7.7	15	0.2	0	3.1	5	4	56.3
7	16	6	4th Ave Extension from 65th St. to Ramona Ave		25,000,000	15.2	5	9.7	15	0.2	0	1.6	5	4	55.7
8	5	7	Cosumnes River Blvd Extension and Interchange at I-5 - Franklin Blvd to I-5		79,000,000	9.2	5	11.1	5	0.1	3	4.2	8	10	55.5
9	13	1	Richards Blvd Widening - I-5 to North 7th St	2	20,000,000	8.9	10	11.3	10	0.3	0	4.2	0	8	52.6
10	6	3,6	Jed Smith Realignment and Ramona Ave Extension to Folsom Blvd and 14th Ave		10,000,000	15.0	5	12.0	5	0.6	0	4.6	5	4	51.2
11	7	6	SR 16 Realignment - Watt Ave to Power Inn Rd at 14th Ave		18,000,000	15.9	5	12.0	5	0.3	3	4.6	0	4	49.8
12	11	2	Main Ave Extension - from west of Marysville Blvd to Rio Linda Blvd		1,750,000	12.0	0	5.9	10	3.4	0	1.5	8	8	48.9
13	24	1	7th St Widening - Downtown to Richards Blvd		25,000,000	9.4	10	9.0	10	0.2	0	0.3	0	10	48.9
14	25	1	5th St Northerly Extension (formerly 6th Street) - G St to North 5th St at Richards Blvd	3	47,000,000	9.4	10	9.0	10	0.1	0	0.3	0	10	48.8
15	15	2	Rio Linda Blvd and Main Ave Intersection Improvements		1,200,000	8.4	0	8.8	15	5.0	0	1.2	0	10	48.4
16	20	6	Power Inn Rd Widening - 14th Ave to Fruitridge Rd		25,000,000	9.3	10	11.6	5	0.2	0	4.0	0	8	48.2
17	14	1	Garden Hwy Widening - Arden-Garden Connector to I-5		35,000,000	5.3	0	16.0	15	0.2	0	3.2	0	8	47.6
18	10	1,3	Sutter's Landing Parkway		100,000,000	7.4	10	9.4	10	0	0	4.6	5	0	46.4
19	12	2	Main Ave Widening - Norwood Ave to Rio Linda Blvd		7,000,000	13.8	0	5.6	15	0.9	0	0.8	0	8	44.0
20	17	2	Bell Ave Widening - Norwood Ave to Raley Blvd		20,000,000	10.0	0	7.0	15	0.3	0	1.5	0	10	43.7
21	22	2	Exposition Blvd/SR 160 Interchange		35,000,000	8.9	0	9.8	15	0.2	0	1.2	3	4	42.0
22	19	6	South Watt Ave Widening - Elder Creek Rd to Fruitridge Rd		20,000,000	3.5	5	17.5	5	0.3	0	2.4	0	8	41.7
23	18	1	Northgate Blvd/I-80 Interchange Improvements		10,000,000	4.5	5	9.3	10	0.6	0	4.1	0	8	41.6
24	21	2,3	Roseville Rd Widening - Connie Drive to the City Limits		4,000,000	1.9	0	11.7	15	1.5	0	2.4	0	8	40.5
25	32	8	Cosumnes River Blvd Widening - Bruceville Rd to Center Pkwy		10,000,000	9.3	0	16.5	0	0.6	0	3.4	0	10	39.8
26	27	6	Florin-Perkins Rd Widening - Folsom Blvd to Fruitridge Rd		12,000,000	3.5	5	10.1	5	0.5	0	4.9	0	10	39.0
27	23	3	Arden Way/Arden Fair Mall Access Improvements - SR51 to Ethan Way		4,000,000	9.8	5	9.0	0	1.5	0	7.0	0	4	36.3
28	26	6	Fruitridge Rd Widening - Florin Perkins Rd to South Watt Ave		8,000,000	4.3	5	11.2	5	0.8	0	2.0	0	8	36.2
29	28	1	West El Camino Ave/I-5 Interchange Improvements	4	25,000,000	7.0	0	14.9	0	0.2	0	2.9	2	8	34.9
30	33	7	Cosumnes River Blvd Widening - Franklin Blvd to Center Pkwy		10,000,000	5.0	0	11.2	5	0.6	0	2.2	0	10	34.0
31	31	1	Northgate Blvd/SR 160 Interchange Improvements		22,000,000	5.6	0	9.6	5	0.3	3	3.9	2	4	33.5
32	29	6	Elder Creek Rd Widening - Power Inn Rd to South Watt Ave		13,000,000	4.9	5	7.1	5	0.5	0	2.1	0	8	32.7
33	37	2	Bell Ave Widening - Raley Blvd to Winters St		12,000,000	5.4	0	7.2	5	0.5	0	1.5	0	10	29.5
34	36	2	Raley Blvd Widening - Santa Ana Ave to Ascot Ave		25,000,000	3.3	0	8.0	5	0.2	0	1.8	0	8	26.4
35	35	1	West El Camino Ave/I-80 Interchange Improvements		20,000,000	6.1	0	12.0	0	0.3	0	2.2	0	4	24.6
36	38	3	Arden Way/Capitol City Freeway Interchange Improvements		19,500,000	7.0	0	7.5	0	0.3	0	4.7	0	4	23.5
37	39	1	Elkhorn Blvd/Hwy 99 Interchange Improvements		30,000,000	2.9	0	11.4	0	0.2	0	2.1	0	4	20.6
38	40	6	Kiefer Blvd Widening - Florin Perkins Rd to South Watt Ave		4,000,000	4.5	0	4.4	0	1.5	0	0.8	0	8	19.3
			TOTAL MAJOR STREET PROJECT COST		858,950,000										

Shaded cells are Development Driven projects.

1 Funding for this project has been identified.
2 May be deleted. This project is not supported by stake-holders.
3 Changed to reflect changes to plan for Railyards area.
4 May be deleted. Project not feasible.

TABLE A-2

YEAR 2008 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2008 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
1	Richards Blvd/I-5 Ultimate Interchange Improvements	Improve capacity and operations of the Richards Boulevard / I-5 Interchange by incorporating potentially a split-diamond configuration at this location. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	NEATS Project ID #8	45,000,000
2	Access Improvements from the Railyards to Richards Blvd & I-5 - formerly Railyards Access Road	Improve capacity and operations of the Richards Boulevard/I-5 Interchange by modifying ramp widths, length and interface with local street grid. Modify Jibboom Street and Bercut Drive to provide north-south access between Richards Boulevard and the proposed Railyards Boulevard Extension project on the west side of the railyards. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Fully funded.	10,500,000
3	Folsom Blvd Widening from 65th St to Power Inn Rd	Widen Folsom Boulevard to four lanes and a two-way left turn between Power Inn Road and 65th Street. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Project description and scope is subject to results from the 65th Street Area Circulation Study.	38,000,000
4	Richards Blvd/North 12th Street/North 16th Street Interchange Improvements	The project will improve operations at Richards Boulevard and North 12th Street/North 16th Street through at-grade or grade separation improvements at the intersection. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		36,000,000
5	Silver Eagle Rd Widening - Norwood to Mabel	Widen Silver Eagle Road to 3-lanes including a two-way left turn lane. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		2,000,000
6	Railyards Blvd Extension (Formerly called Gateway Blvd) and North 12th St/North B St Intersection Improvements	Construct a collector from the intersection of North B/12th Street southwest to an intersection with the proposed Railyards Access Road. Provide sidewalks and bike lanes in both directions. Construct intersection re-configuration at the intersection of North B Street, North 12th Street, and Gateway Boulevard. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	NEATS Project ID #5 & ID #6. To be funded by private development.	30,000,000
7	4th Ave Extension from 65th St. to Ramona Ave	Extend 4th Avenue from 65th Street to Ramona Avenue. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Project description and scope is subject to results from the 65th Street Area Circulation Study	25,000,000
8	Cosumnes River Blvd Extension and Interchange at I-5 - Franklin Blvd to I-5	Extend Cosumnes River Boulevard as an arterial roadway from Franklin Boulevard to Freeport Boulevard with an interchange at I-5. Project includes a grade separation at the UPRR and bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Fully funded.	79,000,000
9	Richards Blvd Widening - Bercut Drive to North 7th St	Widen Richards Boulevard to six lanes from Bercut Drive to North 7th Street. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project may not be constructed due to lack of support by stakeholders.	20,000,000
10	Jed Smith Realignment and Ramona Ave Extension to Folsom Blvd and 14th Ave	Realign Jed Smith from CSUS to Folsom Boulevard and extend Ramona Avenue as a two-lane roadway from Folsom Boulevard to 14th Avenue.Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	SEATS Phase I	10,000,000

TABLE A-2

YEAR 2008 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2008 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
11	SR 16 (Jackson Highway) Realignment - Watt Ave to Power Inn Rd at 14th Ave	Realign Jackson Road as a four-lane roadway along the 14th Avenue alignment from Watt Avenue to Power Inn Road. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	SEATS Phase I	18,000,000
12	Main Ave Extension - from west of Marysville Blvd to Rio Linda Blvd	Extend Main Avenue as a four lane roadway from Marysville Boulevard to Rio Linda Boulevard. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project would require the the Rio Linda Boulevard and Main Avenue intersection improvements.	1,750,000
13	7th St Widening - Downtown to Richards Blvd	Widen Phase I of 7th Street Extension to 4 lanes from E Street, through the railyards site, to Richards Boulevard. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is being reconsidered as a project which will not include widening. This project is part of the Railyards Development Plan.	25,000,000
14	5th St Northerly Extension (formerly 6th Street) - G St to North 5th St at Richards Blvd	Extend 5th Street north from G Street to Richards Boulevard at North 5th Street. This street would become a one-way couplet with 7th Street. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is part of the Railyards Development Plan.	47,000,000
15	Rio Linda and Main Intersection Improvements	Traffic Signal installation and intersection re-configuration at Rio Linda Boulevard and Main Avenue. This would require widening the bridge on Rio Linda, south of the intersection. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	City is currently conducting feasibility study on alternative configurations for this intersection.	1,200,000
16	Power Inn Rd Widening - 14th Ave to Fruitridge Rd	Power Inn Road between 14th Avenue and Fruitridge Road is currently a four-lane roadway with a two-way left-turn lane. This project, which is in an industrial area with considerable truck traffic, will widen the segment to six lanes. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	SEATS Phase II. This project may require a grade separation at the UPRR crossing.	25,000,000
17	Garden Hwy Widening - Arden-Garden Connector to I-5	Widen Garden Highway from two lanes to four lanes between the western terminus of the Arden Garden Connector project to a point 300 feet east of the I-5 ramps, a total distance of 1.25 miles. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	As opportunities arise, the City will try to provide intersection widening at Truxel Road and Natomas Park Drive.	35,000,000
18	Sutter's Landing Parkway - Richards Blvd to Capital City Freeway and Interchange at Capital City Freeway (Business 80)	Construct a four-lane arterial on new alignment between 16th Street/12th Street and Capital City Freeway (Business 80), a distance of 1.6 miles. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project will require grade separation at the UPRR and construction of a full interchange at Capital City Freeway (Business 80), and will require an at-grade or grade separated interchange at 16th Street/12th Street.	100,000,000
19	Main Ave Widening - Norwood Ave to Rio Linda Blvd	Widen Main Avenue between Norwood Avenue and Rio Linda Boulevard to four lanes. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		7,000,000
20	Bell Ave Widening - Norwood Ave to Raley Blvd	Widening Bell Avenue to 4-lanes plus a two-way left turn lane from Norwood Avenue and Raley Boulevard. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Portions of this segment have been constructed by private development.	20,000,000
21	Exposition Blvd/SR 160 Interchange	Construct a split diamond interchange on SR 160 at Exposition Boulevard. Provides sidewalks and bike lanes.	NEATS Project ID #7. Private development may have precluded this project from being built.	35,000,000

TABLE A-2

YEAR 2008 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

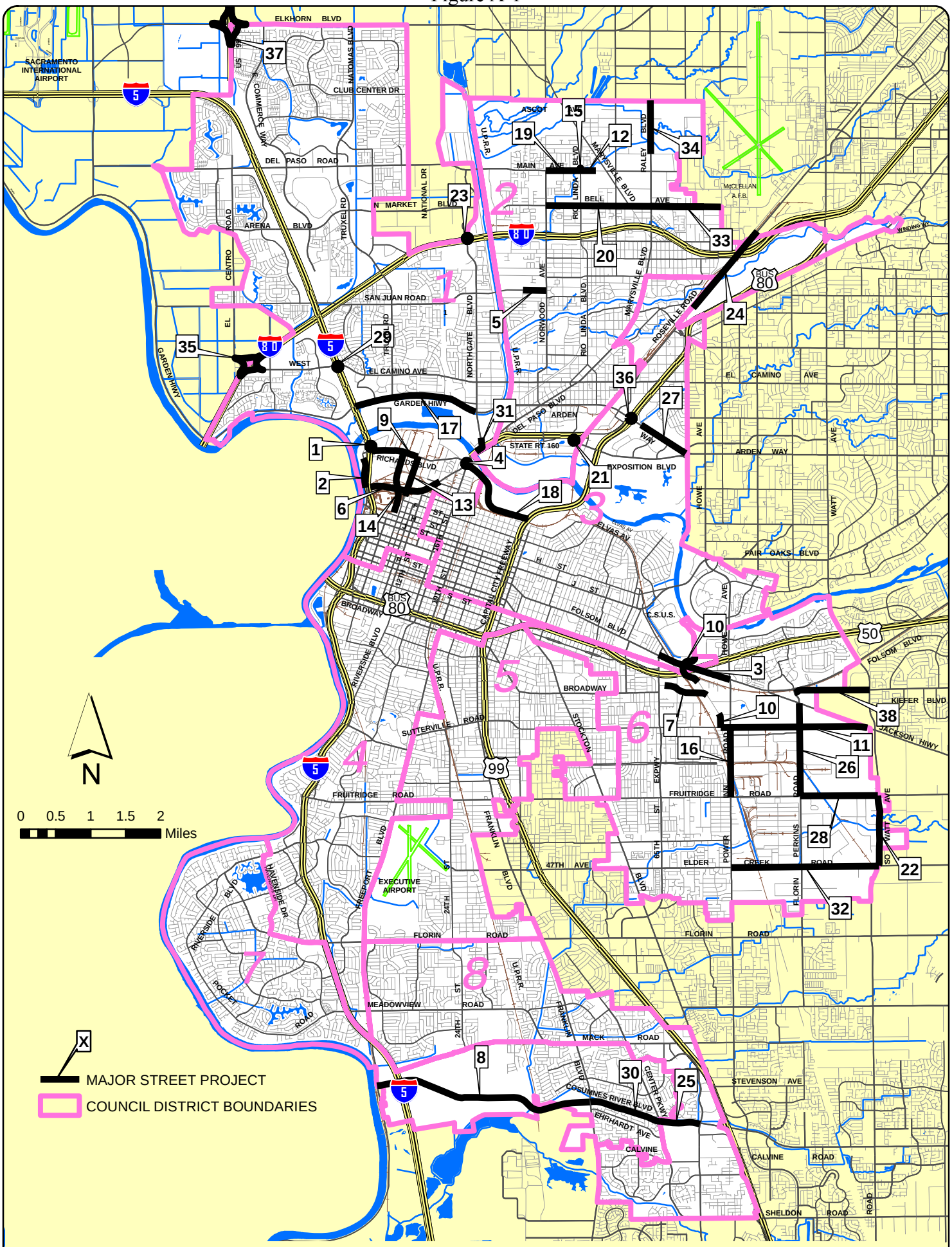
2008 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
22	South Watt Ave Widening - Elder Creek Rd to Fruitridge Rd	This project will widen South Watt between Elder Creek Road and Fruitridge Road to 6-lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	SEATS Phase II. Portions of this segment have been constructed by private development.	20,000,000
23	Northgate Blvd/I-80 Interchange Improvements	Add a lane to the eastbound Northgate off-ramp; and an auxiliary lane to the westbound on-ramp; and extend the westbound off-ramp to improve operation and safety. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		10,000,000
24	Roseville Rd Widening - Connie Drive to the City Limits	This project will widen Roseville Road to four lanes between Connie Drive to the City Limits and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	City is replacing the existing bridge over Arcade Creek.	4,000,000
25	Cosumnes River Blvd Widening - Bruceville Rd to Center Pkwy	This project will widen Cosumnes River Boulevard to four lanes between Center Parkway to Bruceville Road and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		10,000,000
26	Florin-Perkins Rd Widening - Folsom Blvd to Fruitridge Rd	This project will widen Florin Perkins between Folsom Boulevard and Fruitridge Road to six lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	SEATS Phase II. Portions of this segment may be constructed by private development.	12,000,000
27	Arden Way/Arden Fair Mall Access Improvements - Capital City Freeway (Business 80) to Ethan Way	The project is intended to improve access to and from Arden Fair Mall, improve traffic operations on Arden Way, and relieve congestion at the Capital City Freeway (Business 80) interchange. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		4,000,000
28	Fruitridge Rd Widening - Florin Perkins Rd to South Watt Ave	Widen Fruitridge between Florin-Perkins Road and South Watt Avenue to 4-lanes. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	SEATS Phase II. Portions of this segment have been constructed by private development.	8,000,000
29	West El Camino Ave/I-5 Interchange Improvements	Construct a northbound entrance ramp and southbound exit ramp at the West El Camino Avenue/I-5 Interchange. Modify the NB I-5 to I-80 ramp to accommodate the proposed interchange ramps. Due to interchange spacing constraints, Northbound I-5 traffic entering at El Camino Avenue will not have access to the eastbound I-80 Ramp. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Should be removed from future list. Study shows that project benefits do not warrant project cost.	25,000,000
30	Cosumnes River Blvd Widening - Franklin Blvd to Center Pkwy	This project will widen the one-mile segment of Consumnes River Boulevard from two lanes to four lanes between Franklin Boulevard and Center Parkway. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		10,000,000
31	Northgate Blvd/SR 160 Interchange Improvements	Construct eastbound entrance ramp and westbound exit ramps at Northgate Boulevard/SR 160. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		22,000,000
32	Elder Creek Rd Widening - Power Inn Rd to South Watt Ave	This project will widen Elder Creek Road between Power Inn Road and Elk Grove-Florin Road/South Watt Avenue. This segment of roadway is approximately two miles long, and varies in width. The proposed project would improve the entire segment to four lanes.Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	SEATS Phase II. Portions of this segment may be constructed by private development.	13,000,000

TABLE A-2

YEAR 2008 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2008 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
33	Bell Ave Widening - Raley Blvd to Winters St	Widen Bell Avenue between Raley Boulevard and Winters to four lanes. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		12,000,000
34	Raley Blvd Widening - Santa Ana Ave to Ascot Ave	Raley Boulevard between Santa Ana Avenue and Ascot Avenue is currently a two-lane roadway approximately 0.75-mile long. This project will widen the segment of Raley Boulevard to 4-lanes and construct raised median islands. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Project will be coordinated with the Magpie Creek Diversion project. Portions of this segment have been constructed by private development.	25,000,000
35	West El Camino Ave/I-80 Interchange Improvements	This project provides improvements the interchage including bridge replacement, ramp realignment and widening, approach roadway improvements, traffic signals and bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Project Study Report completed.	20,000,000
36	Arden Way/Capitol City Freeway Interchange Improvements	This projct improves the on-ramp from Arden Way to eastbound Capital City Freeway (Business 80) and the off-ramp from Capital City Freeway (Business 80)/SR 160 to Arden Way; includes bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		19,500,000
37	Elkhorn Blvd/Hwy 99 Interchange Improvements	This project will provide a four lane overcrossing of Elk Horn Boulevard and modify existing interchange ramps. This project includes bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	To be completed by County with fair-share contribution fom North Natomas finance plan.	30,000,000
38	Kiefer Blvd Widening - Florin Perkins Rd to South Watt Ave	Widen Kiefer Boulevard between Florin-Perkins road to South Watt Avenue from two lanes to four lanes. This segment of Kiefer Boulevard is approximately 1.1 miles long, a portion of which lies entirely within Sacramento County. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		4,000,000

Figure A-1


MAJOR STREET IMPROVEMENT PROJECTS
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SAN JUAN ROAD
EL CAMINO AVE
GARDEN HIWY
ARDEN
STATE RT 160
EXPOSITION BLVD
ARDEN WAY
FAIR OAKS BLVD
FOLSOM BLVD
BROADWAY
SUTTERVILLE ROAD
FRUITRIDGE ROAD
47TH AVE
ELDER CREEK ROAD
FLORIN ROAD
MEADOWVIEW ROAD
MACK ROAD
COSUMNES RIVER BLVD
EHRHARDT AVE
CALVINE ROAD
SHELDON ROAD
STEVENSON AVE
KIEFER BLVD
JACKSON HIWY
MAIN AVE
BELL AVE
MARYSVILLE BLVD
ROSEVILLE ROAD
RIO LINDA BLVD
NORWOOD AVE
NORTHGATE BLVD
TRUXEL RD
NATOMAS BLVD
E COMMERCE WAY
CENTRO ROAD
EL CAMINO ROAD
GARDEN HIWY
RIVERSIDE BLVD
HAVENSIDE DR
POCKET ROAD
FREEPORT BLVD
FRANKLIN BLVD
STOCKTON BLVD
CAPITOL CITY FREEWAY
ELVAS AV
C.S.U.S.
HOWE AVE
WATT AVE
PERKINS ROAD
FLORIN PERKINS ROAD
POWER INN ROAD
GERBER ROAD
CENTER PKWY
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WINDING WY
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STREET MAINTENANCE PROGRAM

INTRODUCTION

Street maintenance can be characterized as work performed in an effort to keep the pavement in a condition that is as close as possible to a newly constructed street. This results in a cost effective use of limited funds and provides maximum benefit to the traveling public by enhancing safety of the roadway and improving ride comfort of the road surface. There are 3,034 lane miles of paved roadway within the City of Sacramento, which equates to a little over 27 million square yards.

The overall street maintenance program can be divided into three strategies: routine maintenance, rehabilitation, and transition strategies.

1. Routine maintenance activities are comprised of crack sealing and patching potholes. City forces are able to respond to these needs so that repairs can take place immediately so as to minimize any long-term structural damage that might occur. Additionally, many of the routine maintenance activities are planned to be completed prior to one of the rehabilitation or transition activities. Routine maintenance activities are described at the end of this section.

2. Rehabilitation activities include several types of resurfacing used to extend the life of a street. The appropriate resurfacing treatment for a roadway depends on the existing pavement condition. Rehabilitation activities are described at the end of this section.

   If the existing pavement condition is extremely poor then the street may need to be reconstructed. However, it is always much more cost effective to resurface a street before pavement deterioration becomes severe than to reconstruct it. The cost to reconstruct a street is significantly higher and can be upwards of $55.00 per square yard. There is currently a significant backlog of street segments identified in the reconstruction section of this Transportation Programming Guide.

3. Transition strategies are used on some streets needing reconstruction to improve the roadway condition of the streets to a level that makes it cost effective to apply one of our rehabilitation activities. For example, base repair may be done to improve the structural section and then apply a rubberized cape seal. At a minimum, this strategy can in, certain cases, improve the roadway and defer or eliminate the need for expensive reconstruction.

GOALS AND POLICIES

The Street Maintenance Program is consistent with the following City of Sacramento General Plan (adopted January 19, 1988, reflects City Council Amendments through September 2000) goals and policies

Goals:

1. Maintain the quality of the City street system in the most cost-effective manner.

   Policy:

   Continue to identify streets that are in need of major upgrading, and develop a priority listing for their inclusion in the Capital Improvement Program.

2. Update the City's Pavement Management Application (PMA) which prioritizes street sealing and overlay maintenance work and establishes a link between the Geographical Information System (GIS) for mapping capabilities.

   Policies:

   - Perform sealing of streets currently in good condition to delay the need for more costly street overlays.
   - Perform street overlays and ultra thin wearing surface treatments to avoid street reconstruction costs.

TEN-YEAR STREET MAINTENANCE PLAN

The City currently has a Ten-Year Street Maintenance Plan that addresses approximately 2.6 million square yards of paved roadway annually. However some streets are not in the Plan because maintenance was deferred on the street for several years due to conflicts with other projects. More costly maintenance strategies are now required to actually move these streets into the ten-year cycle. The annual cost today for delivering the Plan, without addressing these backlog streets, is approximately $15 million.

Funding for this level of maintenance is problematic. There is only $4-5 million per year available for the Plan. Additional fund sources need to be identified.

PROJECT LIST DEVELOPMENT

Pavement Management Application

The City performed an inventory of the entire road network, in segments of one hundred (100) foot increments, in 2002. To keep the data current, the City collects data on all arterial streets every year, and one third of all non-arterial streets. In this manner, every street will be surveyed at least once every three years, and the arterial streets, which carry a higher amount of the traffic, get surveyed every year.

When the roadways are surveyed every year, thirteen different distress and roughness data is collected. Each distress is measured with three severity levels and five density levels. The roughness is collected using five levels.

Performance Indicators

All of this data is converted to three performance indicators that make up the street segment's overall condition number or Pavement Quality Index (PQI). These indicators are Ride Comfort Index (RCI), Surface Distress Index (SDI) and Structural Adequacy Index (SAI).

PROJECT RANKING PROCESS

The needs list is developed using the RoadMatrix™ computer program. The analytical routines unique to the RoadMatrix™ allow the City to better assess the whole street network objectively. They also allow the city to develop a rehabilitation program that maintains every street at the most cost-effective point.

SUMMARY

The non-residential streets planned for resurfacing over the next two to three years are presented in Table B-1 based on the needs assessment of the PMA and anticipated funding. Table B-2 represents the local and residential streets planned for resurfacing in the next two to three years based on the needs assessment of the PMA. Conflicts with other agencies and funding availability often times cause significant schedule changes to occur in the order that streets will be addressed. Additional information provided includes the council district, and approximate size in square yards for each project.

DESCRIPTION OF SPECIFIC STRATEGIES

Routine Maintenance Activities

Crack Sealing: Cracks are filled with hot applied rubberized material to prevent water infiltration into the road base. This repair may take place one to two years in advance of the scheduled resurfacing.

Rideability Pass: Apply asphalt to improve the smoothness of the travel lanes but do not cover the entire roadway. For example, in this activity the parking lanes would not be treated.

Crown Pass: Apply asphalt down the center of the roadway. This strategy is used to develop adequate cross slope on flat roadways to allow water to drain to the sides.

Base Repair: Is the removal of any distressed areas where the pavement is fractured and broken and is allowing water to weaken the subgrade under the roadway. Once removed,

new asphalt is placed. These repairs are accomplished prior to the scheduled resurfacing sometimes up to a year in advance.

Tree root removal: Removal of raised areas in the pavement caused by tree roots. Either the areas are completely removed and replaced or ground down and patched. These repairs take place up to a year in advance of resurfacing.

Skin patching: Low areas that are imperfections in the asphalt are patched with fine AC (asphalt concrete). Typically these depressions are small and have settled over time. This gives the street a patchwork appearance. These repairs are done during the warmer weather sometimes a year in advance but usually just prior to resurfacing.

Rehabilitation Activities

Resurfacing Strategies include the techniques that are listed below. The appropriate resurfacing treatment for a roadway depends on the existing pavement condition. It is more cost effective to resurface a street before pavement deterioration becomes severe, requiring reconstruction.

Slurry Seal: A blend of oil and small aggregate that is applied to the streets. Slurry seal is a preventative maintenance procedure. The construction cost is approximately $1.20 per square yard. Slurry sealing can extend the life of a street by 5-7 years.

Rubberized Emulsion Aggregate Slurry (REAS): This pavement treatment is produced when crumb rubber is blended into asphalt emulsion to create a slurry. This type of slurry has a higher cost than conventional slurry, but the advantages include an increase in longevity, long lasting color contrast for striping and has a higher resistance to cracking. In addition, REAS uses more than 78 waste tires per lane mile, thereby reducing tire waste going into our landfills. The construction cost is approximately $3.00 per square yard. REAS can extend the life of a street by 6-8 years.

Microsurface: A thin surfacing containing polymer modified asphalt emulsion and graded aggregate. Microsurface can be used for the same applications as slurry seals and REAS, but thicker layers can be placed allowing for slight rut filling. Construction cost is approximately $3.50 per square yard. Microsurfacing can extend the life of the street by 7-10 years.

Chip Seal: Application of liquid asphalt followed by placement of small rock chips on the existing pavement. This treatment adds strength to the existing pavement and can extend the life of the street by 8-10 years. **Chip Seals are no longer used alone in the City of Sacramento due to the potential windshield damage from fly chips.**

Cape Seal: A chip seal followed by a slurry seal. This process gives the strength of a chip seal with the added benefit of a smoother riding surface; therefore it is used instead of a chip seal. Construction cost is approximately $3.50 per square yard. Cape sealing can extend the life of a street by 9-12 years.

Asphalt Rubber Cape Seal: Same as cape seal but contains asphalt rubber, which can be used over cracked pavements and is resistant to reflective cracking. The asphalt rubber is a blend of asphalt cement, reclaimed tire rubber, and additives. Construction cost is approximately $6.00 per square yard. Rubber Cape sealing can extend the life of a street by 10-14 years. For each lane mile, this treatment uses the rubber from approximately 78 waste tires.

Asphalt Overlay: The highest form of street maintenance, overlay involves the placement of a new layer of asphalt, approximately one and a half to three and a half inches thick, on the street. The construction cost to overlay a street is approximately $18 per square yard depending upon the thickness required. Properly maintained, an asphalt overlay can extend the life of the street by 20-25 years although heavily used streets may require more frequent overlays.

Rubberized Asphalt Overlay: The rubberized asphalt overlay is a blend of asphalt cement, reclaimed tire rubber, and additives. The construction cost to rubber overlay a street is approximately $27 per square yard depending upon the thickness required. Properly maintained, a rubberized overlay can extend the life of the street by 20-25 years and improves resistance to rutting and fatigue as well as reducing traffic noise. In addition, rubberized asphalt overlay uses more than 2,000 waste tires per lane mile, thereby reducing tire waste that would otherwise go into our landfills.

TABLE B-1

YEARS 2008 AND 2009
RECOMMENDED NON-RESIDENTIAL STREET RESURFACING

Planned Year	Council District	Street Name, Limits	Square Yards
2008	1	N 16th St, C St - Basler St	12,950
2008	1	N 12th St, N B St - Basler St	8,032
2008	1	N 5th St, Richards Blvd - End	2,900
2008	1	Richards Blvd, N 5th St - N 7th St	4,060
2008	1	Orchard Ln, Garden Hwy - River Plaza Dr	7,860
2008	1	I St, 8th St - 3rd St	11,402
2008	1	Gateway Oaks Dr, Garden Hwy - W El Camino Ave	36,100
2008	1	Richards Blvd, I-5 to N 5th St	11,960
2008	1	W El Camino Ave, Gateway Oaks Dr - I-5	7,320
2008	1	Garden Hwy, I-5 (W/S of overpass) - Truxel Rd	25,700
2008	1	Truxel Rd, Garden Hwy - El Camino Ave	13,411
2008	2	Main Ave, Kelton Wy - Sully St	21,500
2008	2	Royal Oaks Dr, Southgate Rd - Arden Way	6,820
2008	2	Connie Dr, Marconi Ave - Roseville Rd	5,864
2008	2	Leisure Ln, Royal Oaks Dr	4,722
2008	2	Canterbury Rd, Leisure Ln - Media Pl	3,900
2008	3	H St, 56th St - East End	8,800
2008	3	College Town Dr, Hornet Dr - Stadium East	14,050
2008	3	Arden Way (WB), Ethan Way - Bridgedeck	41,822
2008	4	S Land Park Dr, 35th Ave - 14th St	40,400
2008	4	Sutterville Rd, Freeport Blvd - I-5	25,300
2008	4	Havenside Dr, Gloria Dr - Riverside Blvd	11,050
2008	4	T St, 10th St - 16th St	12,460
2008	4	Sutterville Rd, I-5 Ramps to Riverside Blvd	6,778
2008	4	9th St, P St to W St	14,522
2008	5	Broadway, 21st St - Alhambra Blvd	21,340
2008	5	Fruitridge Rd, RR Trax - Franklin Blvd	15,500
2008	5	Intersection Fruitridge Rd & Franklin Blvd	13,400
2008	6	Folsom Blvd, State University Dr - Howe Ave	19,500
2008	6	Redding Ave, 14th Ave - 4th Ave	12,196
2008	6	Broadway, 59th St - Kroy St	7,833
2008	6	Broadway, Kroy St - 65th St	964
2008	7	Riverside Blvd, Park Riveria Wy - Deer River Wy	7,700
2008	7	Riverside Blvd, Park Riveria Wy (N) - Park Riveria Wy (S)	11,900
2008	7	Valley Hi Dr, Franklin Blvd - Center Pkwy	36,300
2008	8	25th St, Florin Rd - 24th St	5,230
2008	8	Brookfield Rd, Mack Rd - Franklin Blvd	20,000
2008	8	24th St, Meadowview Rd to N/O Gardendale Dr	22,000
2009	1	San Juan Rd, Truxel - Bridgeford Dr	22,100
2009	1	Azevedo Dr, El Camino Ave - San Juan Rd	46,000
2009	1	Northgate Blvd, San Juan Rd- I-80	31,300
2009	1	Bercut Dr, Richards Blvd - N 3rd St	8,500
2009	1	Railroad Dr, Del Paso Blvd - End	10,000
2009	1	Natomas Blvd (NB), N Bend Dr - N Park Dr	6,200
2009	2	Bell Ave, W End - Norwood Ave	12,400
2009	2	Royal Oaks Dr, Leisure Ln - Southgate Rd	5,200
2009	2	Rio Linda Blvd, Grand Ave - North Ave	10,100

All streets are subject to change based upon conflicts and funding.

TABLE B-1

YEARS 2008 AND 2009
RECOMMENDED NON-RESIDENTIAL STREET RESURFACING

Planned Year	Council District	Street Name, Limits	Square Yards
2009	3	34th St, Stockton Blvd - Folsom Blvd	7,700
2009	3	Arden Way (EB), Ethan Way - Heritage Ln	16,000
2009	3	T St, 29th St - Alhambra Blvd	4,300
2009	4	43rd Ave, S Land ParkDr - Park Village St	14,100
2009	4	S Land Park Dr, I-5 - 13th St	13,900
2009	4	13th St, Fordham Way - 35th Ave	26,300
2009	4	14th St, S Land Park Dr - 43rd Ave	14,400
2009	4	S Land Park Dr, 35th Ave - Moss Dr	25,900
2009	5	14th Ave, Martin Luther King Jr Blvd - Stockton Blvd	10,300
2009	5	14th Ave, Stockton Blvd - 58th St	10,900
2009	5	50th St, Broadway - 49th St	8,400
2009	5	2nd Ave, Santa Cruz - Stockton Blvd	7,200
2009	5	49th St, Broadway - 50th St	8,700
2009	5	Intersection Stockton & Broadway	5,000
2009	5	24th St, Sutterville Rd - Donner Way	8,200
2009	5	Broadway, Stockton - 49th St	7,300
2009	5	Broadway, La Solidad Way - Stockton Blvd	12,000
2009	6	21st Ave, S Side, 65th St - 79th St	15,500
2009	6	Elder Creek Rd, Cougar Dr - Power Inn Rd	20,100
2009	6	Fruitridge Rd, Stockton Blvd - 65th St Expy	29,100
2009	7	Calvine Rd, Carlin Ave - Center Pkwy	19,900
2009	7	Havenside Dr, Florin Rd - Havenwood Cir	7,200
2009	7	Gloria Dr, Florin Rd - Riverside Blvd	44,800
2009	7	Riverside Blvd, Greenhaven Dr - Park Riveria Wy	45,000
2009	7	Valley Hi Dr, Center Pky - Grandstaff Dr	12,700
2009	7	Riverside Blvd, Park Riveria Wy - Deer River Wy	24,800
2009	8	Calvine Rd, Center Pkwy - Bruceville Rd	15,500
2009	8	Carlin Ave, Jacinto Ave - Ehrhardt Ave	20,200
2009	8	Mack Rd, Tangerine Ave - Center Pkwy	23,500
2009	8	Valley Hi Dr, Mack Rd - Grandstaff Dr	21,600

All streets are subject to change based upon conflicts and funding.

TABLE B-2

YEARS 2008 AND 2009 RECOMMENDED RESIDENTIAL STREET SEALS

Recommended Year	Council District	STREET NAME	AREA (SY)
2008	1	Residential area bounded by : Haggin Ave to the North, Northgate Blvd to the East, Garden Hwy to the South, I-5 to the West	59,000
2008	1	Residential area bounded by: Richards Blvd to the North, 18th St to the East, C St to the South, N 12th to the West	45,282
2008	1	Fong Ranch Rd from San Juan Rd -N End (Carryover from 2007 due to developer const)	15,830
2008	2	Residential area bounded by : Bell Ave to the North, Nimitz St to the East, North Ave to the South, Raley Blvd to the West	17,207
2008	2	Residential area bounded by: El Camino Ave to the North, Clay St to the East, Evergreen St to the South, Del Paso Blvd to the West	88,644
2008	3	Residential area bounded by: Arden Way to the North, Challenge Way to the East, Exposition Blvd to the South, River Park Dr to the West	68,022
2008	3	Residential area bounded by: Folsom Blvd to the North, 55th St to the East, US 50 to the South, 35th St to the West	89,008
2008	3	Residential area bounded by: Elvas to the North, Folsom Blvd to the South, 58th St to the West	33,619
2008	4	Residential area bounded by: R St to the North, 16th St to the East, X St to the South, 10th St to the West	103,119
2008	4	Residential area bounded by: Sutterville Rd to the North, Freeport Blvd to the East, Fruitrudge Rd to the South, Euclid Ave to the West	96,000
2008	4	Residential area bounded by: Riverside Blvd to the North, I-5 to the East, Gloria Dr to the South, Havenside Dr to the West	64,628
2008	5	Residential area bounded by: 23rd Ave to the North, Franklin to the East, 24th Ave to the South, Deeble St to the West.	27,771
2008	5	Residential area bounded by: Hogan Dr to the North, 24th St to the East, Florin Rd to the South, Golf View Dr to the West	108,445
2008	6	Residential area bounded by: US 50 to the North, 65th St to the East, Broadway to the South, 59th St to the West	51,025
2008	6	Residential area bounded by: 4th Ave to the North, Business Dr to the East, 14th Ave to the South, 65th St to the West	42,200
2008	6	Residential area bounded by: US 50 to the North, Bennington Way to the East, Folsom Blvd to the South, Howe Ave to the West	154,827
2008	6	Residential area bounded by: Fruitridge Rd to the North, 64th St to the East, Lemon Hill Ave to the South, 61st St to the West	74,285
2008	7	Residential area bounded by: Mack Rd to the North, Center Pkwy to the East Valley Hi Dr to the South, and Franklin Rd to the West	111,462
2008	7	Residential area bounded by: Mack Rd to the North, Vally Hi to the East and South, Center Pkwy to the West	50,000
2008	8	Shoreside and surrounding Cul-de-sacs	13,548
2008	8	Residential area bounded by: Florin Rd to the North, 21st St to the East, Meadowview Rd to the South, Freeport Blvd to the West	249,891
2009	1	Residential area bounded by San Juan to the North, Northstead Dr to the East, Truxel Rd to the West, Pebblewood Dr to the South	111,000
2009	1	Residential area bounded by W El Camino Ave to the North, Morell St to the East, Garden Hwy to the South, Natomas Park Dr to the West	83,000
2009	2	Residential area bounded by Opportunity St to the North, Rio Linda Blvd to the East, Western Ave to the West, Morrison Ave to the South,	84,000
2009	2	Dixieanne Ave from Erikson St to E End	8,400
2009	3	Residential area bounded by H St to the North, 51st St to the East, Alhambra to the West, R St to the South	240,000
2009	4	Residential area bounded by W St to the North, Broadway to the South, 17th St to the West, Bus 80 to the East	57,700
2009	4	Residential area bounded by Sutterville Rd to the North, Freeport to the East, Euclid Ave to the Wast, Fruitridge Rd to the South	109,700
2009	4	Residential area bounded by 35th Ave to the North, S Land Park to the West, Park Village St to the East	113,900
2009	4	Residential area bounded by Sutterville to the North, I 5 to the West, Euclid to the West	104,100
2009	5	Residential area bounded by 14th Ave to the North, Stockton Blvd to the West, 58th St to the East, 21st Ave to the South	84,700
2009	6	Residential area bounded by Hwy 50 to the North, City limit to the East, Folsom to the South	119,300
2009	6	Residential area bounded by Elder Creek to the North, 75th St to the West, Power Inn to the East, 53rd Ave to the South	62,200

STREET RECONSTRUCTION PROGRAM

INTRODUCTION

Street reconstruction involves removing and replacing all asphalt concrete and aggregate base on a roadway segment and placing new striping and pavement markings. A street reconstruction project may also include removing and replacing or constructing new curb, gutter, and sidewalk. It may also include traffic control improvements, adding streetlights, and drainage improvements. Water and sewer improvements may be completed in conjunction with a street reconstruction project, although they are not integral to the roadway.

Street reconstruction is required when a street has deteriorated to the degree that the maintenance and rehabilitation activities that are included in the Street Maintenance Program are no longer effective. An inventory of the entire City of Sacramento street system, performed in the summer of 1999 and in 2002 using the Super Pavement Management Application (Super PMA), identified a backlog of streets in need of reconstruction.

GOALS AND POLICIES

The Street Reconstruction Program is consistent with the following City of Sacramento General Plan (adopted January 19, 1988, reflects City Council Amendments through September 2000) goals and policies:

Goal:
Maintain the quality of the City's street system.

Policy:

Continue to identify streets that are in need of major upgrading, and develop a priority listing for their inclusion in the Capital Improvement Program.

The Street Reconstruction Program is consistent with the following City of Sacramento Strategic Plan goals:

Goals:

1. Achieve Sustainability and Enhance Livability

Policy:

Street Reconstruction Projects are designed and built consistent with the City Pedestrian Safety Guidelines, accessible by vehicles, bicycles, and pedestrians.

2. Expand economic development throughout the City

Policy:

Points are given to projects that fall within geographic areas defined by the Economic Development Strategy.

PROJECT LIST DEVELOPMENT

The Street Reconstruction list is assessed through the Super PMA computer program. The Super PMA maintains information on the street's characteristics and condition. The Super PMA evaluates the information from the Pavement Condition Survey completed in 1999 and subsequent tests to determine the Pavement Quality Index (PQI) for all street segments in the City roadway network. An explanation of the Pavement Quality Index can be found in the Street Maintenance Section of this Document.

Eligibility Criteria

Street segments with a PQI of 4 or below, and that have no other rehabilitation strategies available, may be deemed beyond rehabilitation and are considered for reconstruction.

PROJECT RANKING PROCESS

Street reconstruction projects are scored and ranked using four criteria: Cost Effectiveness, Bicycle, Pedestrian and Transit, Economic Development, and Infill Development. The maximum possible score is 100 points. Criteria used to prioritize reconstruction projects are as follows:

1. Cost Effectiveness ..... (Max. Points: 50)

The cost-effectiveness of the project is calculated by multiplying the average daily traffic (ADT) count of the segment by the length of the segment and dividing by the project cost. The cost-effectiveness scores are then compared to the highest cost-effectiveness of all the Street Reconstruction projects being evaluated, as follows:

$$\frac{\text{ADT} \times \text{Length}}{\text{City Cost (planning level estimate)}} = \text{Cost Effectiveness}$$

$$\frac{\text{Cost Effectiveness of Project}}{\text{Highest Cost Effectiveness of Projects Considered}} \times 50 \text{ points} = _____$$

2. Bicycle, Pedestrian, and Transit ..... (Max. Points: 20)

10 points given for streets that have an existing or planned Class 2 or Class 3 bicycle facility

10 points given for streets on a RT bus route or Light Rail Route

3. Economic Development ..... (Max. Points: 15)

- Does the project fall within one of the nineteen (19) Neighborhood Commercial Revitalization Areas? If Yes on (10 points)
- Is the project located within one of the twenty-seven (27) Key Development Opportunity Areas or Sites? If Yes on (5 points)

- Is the project located in either the Merged Downtown or SP/Richards Redevelopment Area? If Yes on (5 points)
- Is the project located in a Business Improvement District (BID) or Property-Based Improvement District (PBID)? If Yes on (5 points)

4. Infill Development..... (Max. Points: 15)

- Is the project in one of the Infill Areas as defined in the City of Sacramento Infill Strategy adopted on May 14, 2002. This document defines infill in four categories: (Maximum Points 10)
  - Target Residential Area _____Yes (10 points)
  - Central City Area _____Yes (10 points)
  - Neighborhood Commercial Revitalization Area _____No (0 points)
  - Transit Station Area _____Yes (10 points)

- Is the project in a City Redevelopment Area excluding the Merged Downtown or SP/Richards Area or in a Community Development Block Grant eligible area? _____Yes (5 points) _____No (0 points)

SUMMARY

The Street Reconstruction Priority listing is presented in Table C-1. The approximate location of the projects are depicted in Figure C-1

There were fifteen projects added to the list.

- Stockton Boulevard from R Street to 34th Street
- 3rd Street from I Street to J Street
- Neasham Cir from Front Street to 2nd Street
- Alhambra Boulevard from S Street to R Street
- 2nd Street from Neasham Circle to L Street
- Carlson Drive from Newman Court to H Street
- 8th Street from Capitol Mall to L Street
- 4th Street from Capitol Mall to L Street
- N Street from 2nd Street to 3rd Street
- N 11th Street from N D Street to End
- 4th Street from End to J Street
- O Street from 4th Street to 5th Street
- W Stockton Boulevard from Shasta Avenue to Cotton Lane
- North Avenue from Talent Street to end
- Fair Oaks Boulevard from Howe Avenue to Frontage Road

There were no projects deleted from the list.

TABLE C-1

YEAR 2008 - STREET RECONSTRUCTION

2008 RANK	2006 RANK	COUNCIL DISTRICT	PROJECT	LIMITS	COST EFFECT POINTS	BIKE/ PED TRANSIT POINTS	ECON DEVEL POINTS	Infill Strategy	INFILL POINTS	STREET RECONSTRUCT TOTAL POINTS
					50	20	15	Score	15	100
1	New	3	**Stockton Blvd**	R St To 34Th St	50.0	10	0	0	0	**60.0**
2	1	1	**Bannon St**	Bercut Dr to North B St	21.9	10	15	10	10	**56.9**
3	2	1	**N 10th St**	Richards Blvd. to N/End	16.7	10	15	10	15	**56.7**
4	4	1	**N 10th St**	North B to Richards Blvd.	11.3	10	15	10	15	**51.3**
5	New	1	**3rd St**	I St To J St	13.8	10	15	10	10	**48.8**
6	3	3 & 4	**R St**	10th St to 19th St	13.5	10	10	10	15	**48.5**
7	5	1	**N 7th St**	Richards Blvd. St to N/End	13.4	10	15	10	10	**48.4**
8	8	1	**McCormack St E/B**	North 16th St to Ahern St	5.5	10	15	10	15	**45.5**
9	New	1	**Neasham Cir**	Front St To 2nd St	8.5	10	15	10	10	**43.5**
10	7	1	**Ahern St**	N 12th St to N C St	13.2	0	15	10	15	**43.2**
11	New	3	**Alhambra Blvd**	S St To R St	22.1	10	0	10	10	**42.1**
12	6	4	**Broadway**	Marina View to Front St	16.3	0	10	10	15	**41.3**
13	New	1	**2nd St**	Neasham Cir To L St	5.6	10	15	10	10	**40.6**
14	New	3	**Carlson Dr**	Newman Ct To H St	20.1	20	0	0	0	**40.1**
15	New	1	**8th St**	Capitol Mall To L St	18.1	10	0	10	10	**38.1**
16	New	1	**4th St**	Capitol Mall To L St	11.8	0	15	10	10	**36.8**
17	12	1	**N 14th St**	North A St to North B St	2.5	0	15	10	15	**32.5**
17	New	1	**N St**	2nd St To 3rd St	2.5	10	10	10	10	**32.5**
19	9	6	**El Paraiso Ave**	City Limit to Stockton Blvd	12.4	0	5	10	15	**32.4**
20	New	1	**N 11th St**	N D St To End	0.1	0	15	10	15	**30.1**
21	15	3	**Eldridge Ave**	Del Paso Blvd to Academy Wy	4.1	0	10	10	15	**29.1**
22	19	3	**Kathleen Ave**	Del Paso Blvd to Academy Wy	2.6	0	10	10	15	**27.6**
23	New	1	**4th St**	End To J St	2.5	0	15	10	10	**27.5**
23	New	1	**O St**	4Th St To 5Th St	2.5	0	15	10	10	**27.5**
25	11	1	**W. Silver Eagle Rd**	Northgate Blvd to E End	10.6	0	0	10	15	**25.6**
26	13	2	**Taft St**	Helena Ave to Del Paso Blvd	8.8	0	0	10	15	**23.8**
27	17	2	**Ascot Ave EB**	Dry Creek to Raley	8.2	10	0	0	5	**23.2**
28	18	4	**Yale St**	21st St to 20th St	7.8	0	0	10	15	**22.8**
29	10	2	**MacArthur St**	Raley Blvd to Wainwright St	17.4	0	0	0	5	**22.4**
30	20	2	**Youngs Ave**	Raley Blvd to west end	6.3	0	0	10	15	**21.3**
31	21	4	**U St**	20th St to 21st St	6.1	0	0	10	15	**21.1**
32	25	4	**Yale Street**	10th St to Riverside Blvd	4.0	0	0	10	15	**19.0**
33	26	2	**Jean Ave**	Dry Creek to west end (1048 Jean)	3.8	0	0	10	15	**18.8**
34	27	2	**Doolittle St**	Marysville Blvd to East End	3.4	0	0	10	15	**18.4**
35	14	3	**Silica Ave**	Princeton St to Harvard St	13.0	0	0	0	5	**18.0**
36	29	2	**Balsam St**	Bell Ave to Jessie Ave	2.9	0	0	10	15	**17.9**
37	31	3	**Crosby Wy**	2540 Crosby to Helena Ave	2.6	0	0	10	15	**17.6**
38	32	3	**Naomi Wy**	Marconi Cr to Connie Dr	2.3	0	0	10	15	**17.3**
39	34	3	**Craigmont St**	Kenwood to Del Paso Blvd	2.1	0	0	10	15	**17.1**
39	New	6	**W Stockton Blvd**	Shasta Ave To Cotton Ln	7.1	10	0	0	0	**17.1**
41	35	2	**Katherine Ave**	Marysville Blvd to Raley Blvd	2.0	0	0	10	15	**17.0**
42	37	3	**B St**	28th St to 29th St	1.6	0	0	10	15	**16.6**
43	38	2	**Ascot Ave EB**	1152 Ascot Ave to Dry Creek Rd	1.5	10	0	0	5	**16.5**
44	40	2	**Penrose St**	Jessie Avenue to Youngs Ave	1.0	0	0	10	15	**16.0**
45	42	2	**Jessie Ave**	Marysville Blvd to Penrose St	0.8	0	0	10	15	**15.8**

"New" Indicates new project added this year.

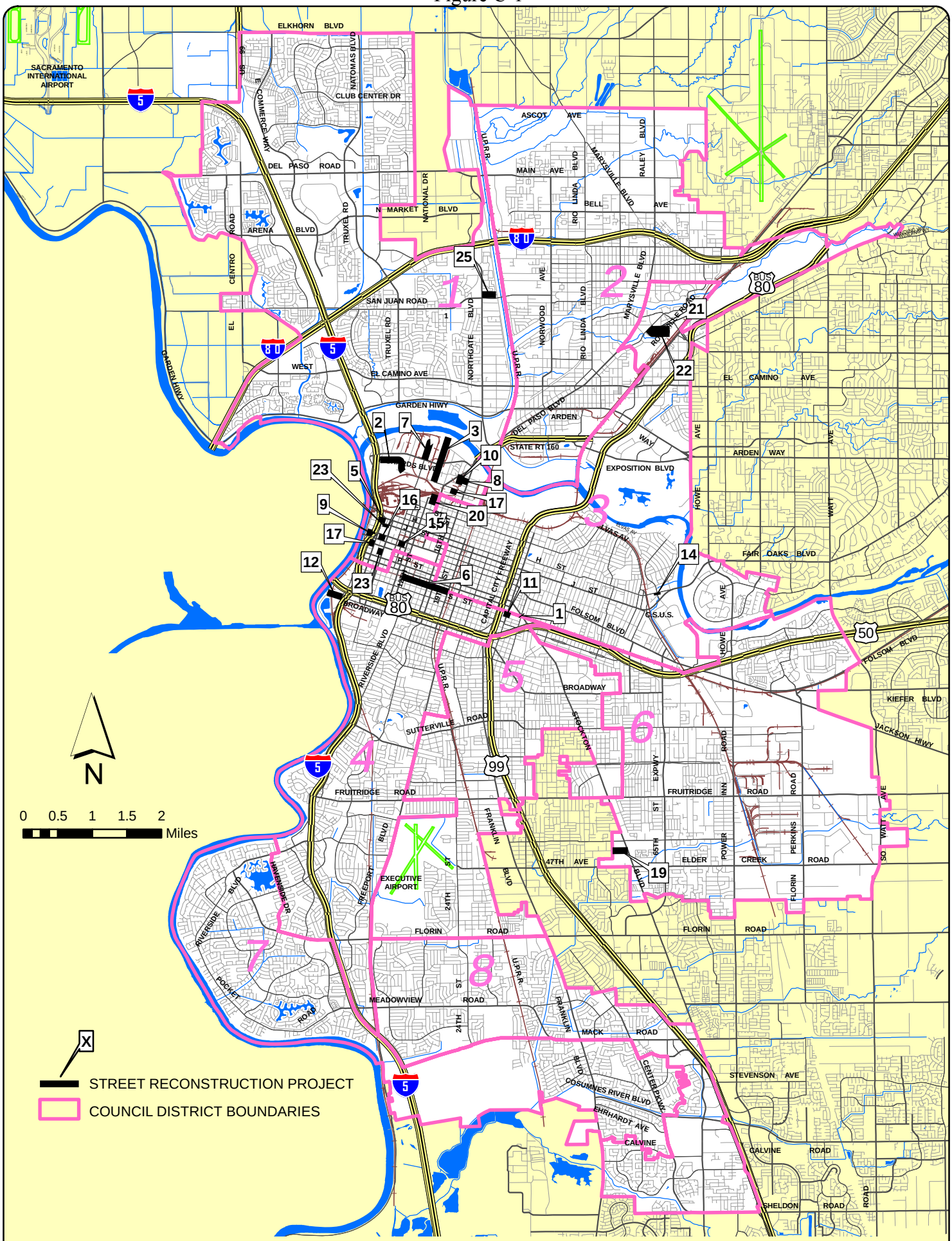
TABLE C-1

YEAR 2008 - STREET RECONSTRUCTION

2008 RANK	2006 RANK	COUNCIL DISTRICT	PROJECT	LIMITS	COST EFFECT POINTS	BIKE/ PED TRANSIT POINTS	ECON DEVEL POINTS	Infill Strategy	INFILL POINTS	STREET RECONSTRUCT TOTAL POINTS
					50	20	15	Score	15	100
46	22	2	**Emmons St**	Magpie Drain Canal to N End	10.2	0	0	0	5	**15.2**
47	15	4	**Casilada Way**	Karbet Wy to Elmer Wy	15.0	0	0	0	0	**15.0**
48	23	2	**Lampasas Ave**	Fairfield St to Altos Ave	9.6	0	0	0	5	**14.6**
49	24	2	**Doolittle St**	Magpie Drain Canal to N End	9.2	0	0	0	5	**14.2**
50	41	2	**Sully St**	Pinedale Ave to Claire Ave	3.1	10	0	0	0	**13.1**
51	28	2	**Ascot Ave EB**	Raley to McClellan AFB	7.6	0	0	0	5	**12.6**
52	30	3	**Manning St**	Harvard St to Silica Ave	7.2	0	0	0	5	**12.2**
53	47	2	**Claire Ave**	W/End to Rio Linda Blvd	2.1	10	0	0	0	**12.1**
54	32	3	**Douglas St**	Los Robles to Albany Wy	6.7	0	0	0	5	**11.7**
55	36	3	**Albany Wy**	Los Robles to Del Paso Blvd	6.0	0	0	0	5	**11.0**
56	39	3	**Mahogany St**	Albany Wy to South Ave	5.6	0	0	0	5	**10.6**
57	42	2	**Astoria St**	North Ave to Bell Ave	5.2	0	0	0	5	**10.2**
58	44	2	**Buckley Wy**	Wainwright St to North Ave	5.1	0	0	0	5	**10.1**
59	45	2	**Ripley St**	S End/ I-80 to Harris Ave	4.6	0	0	0	5	**9.6**
60	46	2	**Wainwright St**	North Ave to Buckley Way	4.3	0	0	0	5	**9.3**
61	48	2	**Pinedale Ave**	Dry Creek Rd to Marysville Blvd	3.6	0	0	0	5	**8.6**
62	49	2	**Kelley Ct**	Doolittle Street to West End	3.1	0	0	0	5	**8.1**
63	50	2	**Neal Rd**	Dry Creek Rd to west end (1025 Neal Rd)	2.9	0	0	0	5	**7.9**
64	51	2	**Clinger Ct**	MacArthur St to South End	2.8	0	0	0	5	**7.8**
65	52	1	**Barros Dr**	Sorrento Rd to E End	2.4	0	0	0	5	**7.4**
65	52	1	**Kenmar Rd**	Sotnip Rd to Barros Dr	2.4	0	0	0	5	**7.4**
67	54	2	**Chennault Ct**	MacArthur St to North End	2.3	0	0	0	5	**7.3**
67	55	2	**Lombard Ct**	MacArthur St to South End	2.3	0	0	0	5	**7.3**
69	56	2	**Bright Ct**	MacArthur St to South End	2.1	0	0	0	5	**7.1**
69	57	2	**DeWitt Ct**	Wainwright St to West End	2.1	0	0	0	5	**7.1**
71	58	2	**Nimitz St**	Magpie Drain Canal to W End	2.0	0	0	0	5	**7.0**
71	New	2	**North Ave**	Talent St To End	2.0	0	0	0	5	**7.0**
71	59	3	**Verano St**	Del Paso Blvd to Douglas St	2.0	0	0	0	5	**7.0**
74	60	2	**Goss Ct**	Doolittle St to East End	1.9	0	0	0	5	**6.9**
75	61	2	**Clark Ct**	North Avenue to West End	1.7	0	0	0	5	**6.7**
76	62	2	**Anderson Ct (west)**	Wainwright St to West End	1.6	0	0	0	5	**6.6**
76	63	2	**Hills Ct**	Doolittle St to East End	1.6	0	0	0	5	**6.6**
78	64	3	**Frienza Ave**	Albatross Wy to Connie Dr	1.5	0	0	0	5	**6.5**
78	64	2	**Vinci Ave**	W End to Dry Creek Rd	1.5	0	0	0	5	**6.5**
80	66	2	**Wainwright Ct**	MacArthur St to North End	1.4	0	0	0	5	**6.4**
80	67	2	**Harris Ave**	Astoria St to E End	1.4	0	0	0	5	**6.4**
82	68	1	**Carey Rd**	Barros Dr to Del Paso Rd	1.2	0	0	0	5	**6.2**
82	69	2	**Barbara St**	Rene Ave to N End	1.2	0	0	0	5	**6.2**
84	70	2	**Calhoun Ct**	MacArthur St to South End	1.1	0	0	0	5	**6.1**
84	71	3	**Glenrose Ave**	Albatross Wy to Connie Dr	1.1	0	0	0	5	**6.1**
86	72	2	**Mogan Ave**	North Ave to Winters St	0.8	0	0	0	5	**5.8**
86	72	2	**Anderson Ct (east)**	Wainwright St to East End	0.8	0	0	0	5	**5.8**
88	74	2	**Stillwell Ct**	MacArthur St to North End	0.6	0	0	0	5	**5.6**
89	New	3	**Fair Oaks Blvd**	Howe Ave To Frontage Rd	2.7	0	0	0	0	**2.7**

"New" Indicates new project added this year.

Figure C-1


STREET RECONSTRUCTION PROJECTS 1-25
STREET RECONSTRUCTION PROJECT
COUNCIL DISTRICT BOUNDARIES
N
0 0.5 1 1.5 2 Miles
SACRAMENTO INTERNATIONAL AIRPORT
EXECUTIVE AIRPORT
ARENA
CAPITAL CITY FREEWAY
U.P.R.R.
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TRAFFIC SIGNALS PROGRAM

INTRODUCTION

Traffic signals determine the right-of-way at an intersection or crossing. They facilitate orderly traffic flow, allow pedestrians to cross, and provide cross-street traffic a chance to cross or enter an intersection. When installed at appropriate locations, traffic signals can increase the capacity of an intersection, reduce the frequency of collisions, and provide better minor street access. Because traffic signals are expensive to install (approximately $400,000 per signal) and may induce safety problems if not appropriately placed, the City only installs signals where they will clearly improve safety and make the intersection operate more efficiently. The City typically constructs one or two traffic signals per year through the Capital Improvement Program. There are other traffic signals installed by private development.

GOALS AND POLICIES

The Traffic Signals Program is consistent with the following City of Sacramento General Plan (adopted January 19, 1988, reflects City Council Amendments through March 2004) goals and policies.

Goals:

1. Create a safe, efficient surface transportation network for the movement of people and goods.

   Policy:

   Install traffic signals, when appropriate, to improve safety and increase the efficiency of intersections within the City. Evaluate intersections to determine whether measures exist, other than a traffic signal, which would improve safety at the intersections.

2. Maintain a desirable quality of life, including good air quality, while supporting planned land use and population growth.

   Policy:

   Install traffic signals, when appropriate, to improve air quality by reducing delay at intersections.

3. Work toward achieving an overall Level of Service C on the City's local and major street systems.

   Policy:

   Install traffic signals to make more efficient use of the City's existing street system.

4. Increase the capacity of the transportation system.

Policy:

Support programs that improve traffic flow.

The Traffic Signals Program is consistent with the following City of Sacramento Strategic Plan goals:

1. Improve and expand public safety

Policy:

The Traffic Signals Program supports Public safety by improving the operation and safety of street intersections for vehicles, bicycles, and pedestrians.

2. Achieve Sustainability and Enhance Livability

Policy:

The Traffic Signals Program project ranking process supports sustainability and enhanced livability by giving points to projects based on potential pedestrian and bicycle access at intersection.

PROJECT LIST DEVELOPMENT

The City evaluates approximately 10-15 new intersections each year for traffic signals. Locations are solicited through traffic investigations, resident requests, development projects, Councilmember requests, etc. The City also reviews the top ten high collision intersections on an annual basis for potential measures, including a traffic signal, which may mitigate for collisions.

Eligibility Criteria

The Traffic Signal Program involves three phases. Project eligibility is determined during Phases I and II, as presented below:

Phase I - Investigation Review

In Phase I, the following data is collected for locations which have been suggested as candidates for a traffic signal:

Collisions:	A recent three-year compilation of reported collision history differentiating collision types and correctability is developed.
Traffic Volumes:	Twenty-four hour volume counts with an hourly listing of each approach direction are obtained for the combined minor street volumes, the combined major street approach volumes, and a total for the entire intersection.
Facilities/Activity Centers:	Information about nearby facilities and activity centers that serve the young, elderly, and/or persons with disabilities, including requests from persons with disabilities for accessible crossing improvements is collected at the location under study. These persons might not be adequately reflected in the pedestrian volume if the absence of a signal restrains their mobility.
Pedestrian/Bicycle:	Pedestrian and bicycle counts may be collected if a high number of pedestrians are anticipated to cross the intersection. Also, the width of the major street crossing is recorded.
Existing Controls:	The current type of control (i.e., two-way stop, an all-way stop, etc.) is recorded.
Speed:	The 85th percentile speed is collected for the major and minor streets.

The above data is collected and reviewed to determine whether measures exist, other than a traffic signal, which would mitigate for the concern. If measures are feasible, they are to be implemented and the location monitored for up to three years. The location is placed on the City's Traffic Signal Monitoring List. After the monitoring period, an evaluation of the effectiveness of the measures is conducted. If measures are found to be effective, the location is removed from the Traffic Signal Monitoring List and is no longer considered for the Traffic Signal Program unless conditions change. If measures are not effective, the location is to be evaluated for signal warrants as outlined in Phase II below. The City Traffic Engineer has the discretion to move forward with Phase II prior to the three year period as conditions warrant.

Phase II– Signal Warrant Review

If no feasible measure exists, or the City Traffic Engineer advances the project, the location is evaluated in Phase II. In Phase II, the information from Phase I and updated data is used to determine which locations meet one or more of the following eight Caltrans traffic signal warrants:

Warrant-1 Eight-Hour Vehicular Volume	The Eight Hour Vehicular Volume signal warrant is intended for application where (A) a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal or (B) where the traffic volume on a major street is so heavy that the traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing a major street.
Warrant-2 Four-Hour Vehicular Volume	The Four Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
Warrant-3 Peak Hour	The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street.
Warrant-4 Pedestrian Volume	The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.
Warrant-5 School Crossing	The School Crossing signal warrant is intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic signal.
Warrant-6 Crash Experience	The Crash Experience Signal warrant conditions are intended for application where the severity and frequency of crashers are the principal reasons to consider installing a traffic control signal.
Warrant-7 Coordinated Signal System	The Coordinated Signal System warrant is intended to provide traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles, thus providing progressive movement through the corridor
Warrant-8 Roadway Network	The Roadway Network warrant conditions are intended to provide a traffic control signal to encourage concentration and organization of traffic flow on a roadway network.

If the location meets traffic signal warrants, the location is evaluated to determine the preliminary feasibility of a traffic signal at this location. Some examples of infeasibility include impacts to hollow sidewalks, requires major roadway widening, insufficient right of way, etc. A roundabout evaluation is conducted concurrently to determine whether a

roundabout can be installed at the location in lieu of a traffic signal. If found to be infeasible, the location is no longer considered in the Traffic Signal Program.

It should be noted that the satisfaction of a traffic signal warrant does not in itself require the installation of a traffic signal. Candidate locations will be reevaluated for signal warrants every three years, or when conditions warrant, and may be removed from the Traffic Signal Program list if the location no longer meet warrants.

PROJECT RANKING PROCESS

Phase III

Once a location is determined to be feasible, the following criteria are applied to rank the eligible locations. The maximum possible score is 100 points.

1. Collisions ..... (Max. Points: 55)

The collision rate of the intersection is compared to the single highest collision rate of all the intersections being evaluated. The collision rate per million vehicle miles is calculated using the following equation:

$$\text{Collision Rate} = \frac{\text{Total weighted correctable collisions in a 3 year period x 1,000,000}}{\text{3 x 365 x total volume of entering vehicles per day}}$$

Collisions used to calculate the collision rate are those that occurred within 100 feet of the intersection which are susceptible to correction by signalization. Correctable collision types are violations for traffic signals and signs, vehicle, pedestrian and bicycle right of way violations, etc.

The collision rate also factors in the severity of the collision by using an Equivalent Property Damage Only (EPDO) weighting. It attaches greater importance, or weight, to collisions resulting in an injury or fatality, and less importance to property damage only collisions. The weighting of collision types are as follows:

Type of Collision	Equivalent Weight
Fatal	9.5
Injury	3.5
Property Damage Only	1

Collision points are assigned as follows:

$$\frac{\text{3 Yr Average Correctable Collision Rate of Project}}{\text{Single Highest 3 Yr Average Correctable Collision Rate of Projects Considered}} \text{ _____X 55 =_____}$$

2. Pedestrians..... (Max. Points: 12)

(A) Pedestrian Crossing *(Points: 10)*

Points are assigned based on the average daily traffic (ADT) volumes of the major street and the crossing distance of the major street, as presented below:

MAJOR STREET WIDTH (FEET)

MAJOR STREET ADT	<40	41-50	51-60	61-70	71-80	>81
<4,000	0	1	2	3	4	5
4,001-7,000	1	2	3	4	5	6
7,001-14,000	2	3	4	5	6	7
14,001-21,000	3	4	5	6	7	8
21,001-27,000	4	5	6	7	8	9
>27,001	5	6	7	8	9	10

(B) Activity Centers *(Points: 2)*

One point is assigned for each of the following activity centers which generate pedestrian traffic. The activity center must be located within 300 feet of the candidate traffic signal location. The maximum number of points is two points. Examples include:

- Schools
- Parks
- Libraries
- Employment Centers
- Stadiums
- Arenas
- Senior Centers
- Commercial Centers
- Light Rail Lines
- Hospitals
- High Density Residential

3. Bicycle Master Plan ..... (Max. Points: 5)

5 points are given if a street is identified in the City/County Bikeway Master Plan.

4. Average Daily Traffic (ADT) Volumes ..... (Max. Points: 10)
Points are assigned based on a comparison of the average daily traffic (ADT) volumes on the intersecting streets, as presented below:

MINOR STREET ADT

MAIN STREET ADT	<1,000	1,001-2,000	2,001-3,000	3,001 - 4,000	4,001-5,000	>5,000
<4,000	0	1	2	3	4	5
4,001-7,000	1	2	3	4	5	6
7,001-14,000	2	3	4	5	6	7
14,001-21,000	3	4	5	6	7	8
21,001-27,000	4	5	6	7	8	9
>27,000	5	6	7	8	9	10

5. Peak Hour Traffic Volumes ..... (Max. Points: 10)
Points are assigned based on a comparison of side street traffic volume to main street traffic volume during the peak hour, as presented below:

MINOR STREET PEAK HOUR VOLUME

MAJOR STREET PEAK HOUR VOLUME	<100	101-200	201-300	301-400	>400
<400	0	0	1	2	3
400-600	0	1	2	3	4
601-800	1	2	3	4	5
801-1,000	2	3	4	5	6
1,001-1,200	3	4	5	6	7
1,201-1,400	4	5	6	7	8
1,401-1,600	5	6	7	8	9
>1,601	6	7	8	9	10

6. Speed ..... (Max. Points: 5)

Points are assigned in this category to account for the difficulty that motorists, bicyclists, and pedestrians may have judging gaps in traffic on high-speed streets. More points are assigned for the higher-speed streets, as presented below:

85th Percentile Posted Speed (mph)	Points
50+	5
40-49	4
35-39	3
30-34	2
25-29	1
<25	0

Zero points are assigned if the intersection has an all way stop.

7. Special Conditions..... (Max. Points: 3)

Points are assigned based on special or unique conditions related to the benefits or drawbacks of signalizing a particular intersection. Some considerations include distance to a heavy rail crossing, proximity to fire stations, beneficial coordination with adjacent signals, restricted sight distance, etc. The number of points is determined by the City Traffic Engineer.

SUMMARY

Table D-1 presents the final point total and ranking of the traffic signal projects. Table D-2 presents intersections where mitigating measure have been implemented and the intersection is being monitored. Figure D-1 shows the approximate locations of the projects.

There were two new projects added to this year's traffic signal list.

- Meadowview Road at Manorside Drive
- Riverside Boulevard at Park Riviera Drive (north)

There were twenty-eight projects deleted from this year's Traffic Signal list that were in the previous list. These projects and reasons for their deletion are as follows:

- Azevedo Drive at Pebblewood Drive - Did not meet any warrant.
- Broadway at 42nd Street – Project is funded
- Del Paso Boulevard at Palo Verde Avenue - Did not meet any warrant.
- Ehrhardt Avenue at Carlin Avenue - Did not meet any warrant.
- Freeport Boulevard at 10th Avenue - Did not meet any warrant.
- H Street at 13th Street - Did not meet any warrant.

- H Street at 42nd Street/Mission Way - Did not meet any warrant.
- H Street at 48th Street - Did not meet any warrant.
- Land Park Drive at 10th Avenue - Did not meet any warrant.
- Land Park Drive at 8th Avenue - Did not meet any warrant..
- Northgate Boulevard at Del Paso Boulevard/160 ramp - Did not meet any warrant.
- Norwood Avenue at Lampasas Avenue - Did not meet any warrant.
- P Street at 24th Street - Did not meet any warrant.
- Q Street at 24th Street - Did not meet any warrant.
- Rio Linda Boulevard at South Avenue - Did not meet any warrant.
- Riverside Boulevard at 2nd Avenue - Did not meet any warrant.
- Riverside Boulevard at Shoreside Drive (S) - Did not meet any warrant.
- 47th Avenue at 27th Street/Otto Circle - Signal installed with RT South Line project.
- 34th Street and Y Street – Did not meet any warrant
- Bruceville Road at Kaiser Driveway (N) - Part of private development project
- El Camino Avenue at Colfax Street - Funded and currently in design.
- Franklin Boulevard at Turnbridge Drive - Signal is being installed by County.
- Fruitridge Road at South Watt Avenue – Funded and currently in design.
- Pocket Road at West Shore Drive - Signal installed.
- Stockton Boulevard at Dias Avenue – Constructed as part of Stockton Boulevard Beautification project.
- West El Camino Avenue at I-80 E/B Ramp – Funded and currently in design.
- Jacinto Avenue at Port Haywood Way - Not feasible - New signal at Dartford Drive is too close to intersection.
- Marysville Boulevard at Dry Creek Road - Not feasible - Intersection is too skewed would require considerable right-of-way acquisition for construction.
- Rio Linda Boulevard at Lampasas Avenue/Evergreen Street - Not feasible - Lampasas Avenue is minor street, Rio Linda/Evergreen is major street, gas station located in middle of intersection. Signal would require major design work. The intersection operating efficiently.
- Rio Linda Boulevard at Main Avenue - Involves major bridge modifications. This project is on the Major Street Improvements list.
- West El Camino Avenue at Erin Drive - Not feasible - Minor residential driveway would be 4th leg of the intersection.

TABLE D-1

YEAR 2008 - TRAFFIC SIGNALS

2008 Rank	2007 Rank	Council District	Main Street	Side Street	Notes	Collisions	Ped	Bikeway Master Plan	ADT	Peak Hour	Speed	Special Considerations	Total Points
			Maximum Points Possible in Scoring Category:			**55**	**12**	**5**	**10**	**10**	**5**	**3**	**100**
1	13	4	W Street	6th Street		55	5	5	4	7	3	0	79
2	43	4	Greenhaven Drive	Gloria Drive	1, 3	54	7	5	5	3	0	0	74
3	4	2	El Camino Avenue	Boxwood Street		38	6	5	5	6	3	0	63
4	10	4	Freeport Boulevard	Claudia Drive		30	10	5	5	7	4	1	62
5	5	6	Florin Perkins Road	24th Avenue		32	7	5	5	7	5	0	61
6	30	7	Valley Hi Drive	Wyndham Drive		33	8	5	5	5	4	0	60
7	35	2	Norwood Avenue	Fairbanks Avenue	1, 3	39	7	5	4	4	0	0	59
8	21	2	Rio Linda Boulevard	Arcade Boulevard	1, 3	38	6	5	5	5	0	0	59
9	16	4	Freeport Boulevard	Belleau Wood Ln/Bing		29	8	5	4	6	5	1	58
10	3	1	Northgate Boulevard	Sotano Drive/Wisconsin		28	8	5	5	6	4	0	56
11	18	7	Mack Road	Summersdale Drive	3	19	10	5	7	8	4	0	53
12	28	3	Capitol Avenue	24th Street	1	32	5	5	4	5	0	0	51
13	New	8	Meadowview Road	Manorside Drive	3	23	8	5	5	6	4	0	51
14	12	6	Power Inn Road	Belvedere Avenue		17	8	5	7	8	4	0	49
15	24	2	Norwood Avenue	Ford Road		28	6	5	3	3	3	0	48
16	32	1	Truxel Road	Millcreek Dr/Waterwheel	2	21	8	5	5	5	4	0	48
17	34	7	Center Parkway	Arroyo Vista Drive	3	23	8	5	2	5	4	0	47
18	41	6	65th Expressway	Jansen Drive	3	20	8	5	4	6	4	0	47
19	11	3	D Street	16th Street		21	5	5	5	7	2	1	46
20	39	6	Folsom Boulevard	Raley's Driveway		14	8	5	5	6	4	0	42
21	New	7	Riverside Boulevard	Park Riviera Drive (N)	2, 3	15	7	5	4	5	4	0	40
22	27	5	24th Street	53rd Avenue	3	12	9	5	4	6	4	0	40
23	64	7	Center Parkway	CRC Driveway	2, 3	11	9	5	3	4	4	0	36
24	29	5	Fruitridge Road	58th Street	3	8	6	5	5	8	4	0	36
25	56	7	Riverside Boulevard	Park Riviera Drive (S)	1, 2	16	7	5	4	3	0	0	35
26	38	6	Broadway	53rd Street		15	2	5	3	3	4	0	32
27	31	6	Power Inn Road	Alpine Avenue		2	8	5	6	7	4	0	32
28	37	2	Rio Linda Boulevard	Acacia Avenue	1, 2, 3	12	5	5	3	4	0	0	29
29	54	8	Franklin Boulevard	Boyce Drive		2	8	5	4	6	4	0	29
30	58	2	Roseville Road	Connie Drive	2	0	4	5	7	7	5	0	28
31	47	3	Munroe Street	Latham Drive		0	6	5	4	6	3	0	24
32	62	7	Pocket Road	East Shore Drive		0	7	5	2	3	4	0	21
33	33	1	Azevedo Drive	Bannon Creek Drive	1, 3	0	8	5	3	3	0	0	19
34	63	4	South Land Park Drive	35th Avenue	1	0	5	5	6	3	0	0	19
35	40	2	Silver Eagle Road	Mabel Street	1	3	2	5	4	4	0	0	18
36	51	3	Campus Commons Drive	University Avenue	1,2	0	5	5	5	3	0	0	18
37	68	2	Marysville Boulevard	Bell Avenue	1	0	2	5	5	3	0	0	15

Notes:

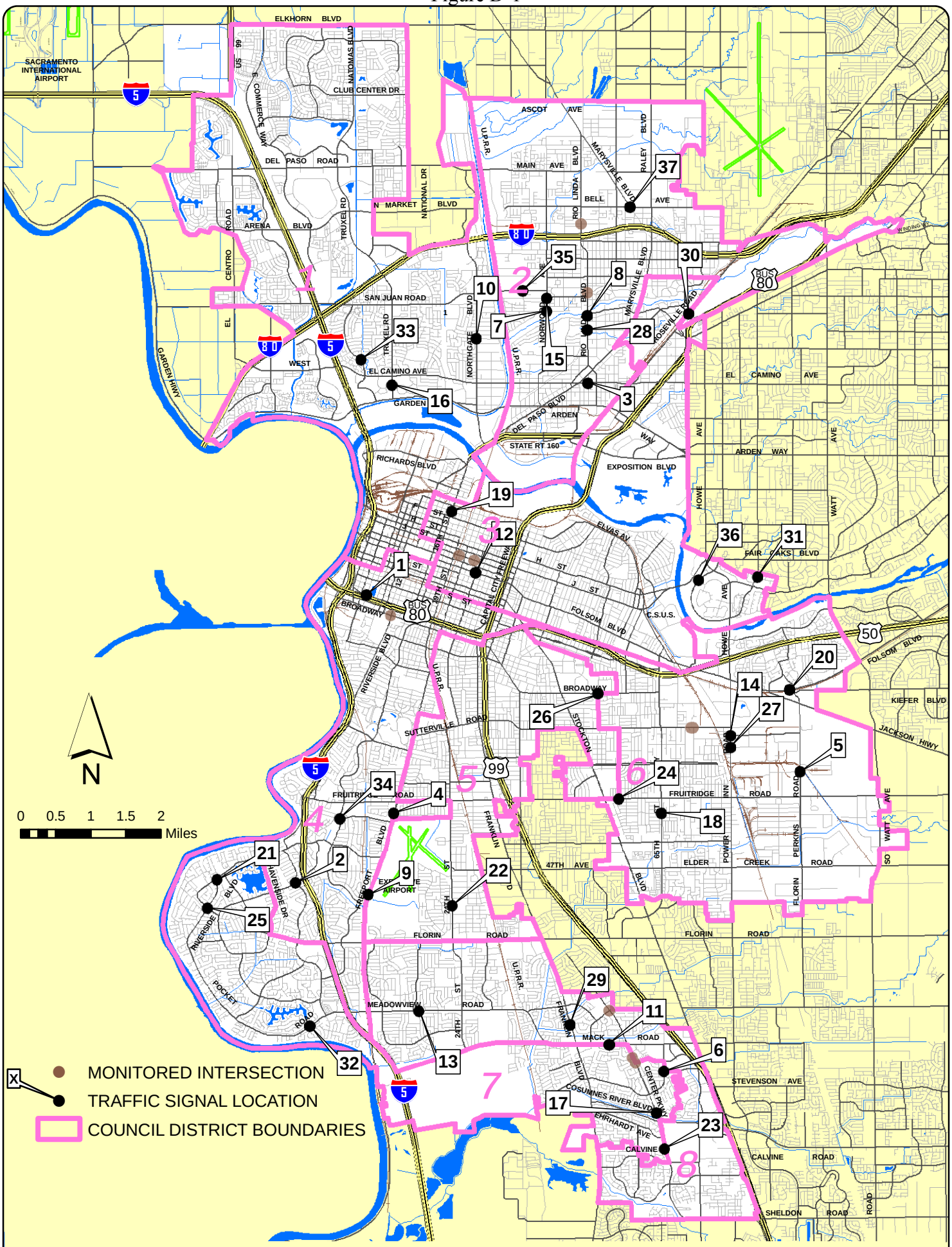
1. Intersection is an all way stop.
2. Potential Roundabout location.
3. May be eligible for Safe Routes to School Grant.

TABLE D-2

YEAR 2008 - INTERSECTION MONITORING LIST

2007 Rank	Council District	Main Street	Side Street	Mitigation
New	4	Broadway	14th Street	Restrict parking on south side of Broadway to increase visibility.
New	7	Center Parkway	Bamford Drive (N)/Loorz Court	Install all way stop.
20	7	Center Parkway	Bamford Drive (S)	Intersection close to Bamford Drive at Lootz Court which will receive an all-way stop and may improve conditions at Center Parkway at Banford Drive (S) intersection.
19	8	Center Parkway	Tangerine Avenue	Increase size of stop signs on Center Parkway and add stop ahead signs on Tangerine Avenue
New	3	K Street	20th Street	Added parking restrictions in April 2007and a crosswalk in September 2007.
1	3	K Street	23rd Street	Added "Cross Traffic Does Not Stop" signs. Reevaluation in 2009.
66	2	Rio Linda Boulevard	Carmelita Avenue	Intersection close to Rio Linda Boulevard at Ford Road which will receive an all-way stop and may improve conditions at the Rio Linda Boulevard and Carmelita Avenue intersection.
61	2	Rio Linda Boulevard	Ford Road	Install all way stop.
17	2	Rio Linda Boulevard	Jessie Avenue	Install all way stop.
14	6	14th Avenue	73rd Street	Restripe 14th Avenue with a two way left turn lane.
53	6	14th Avenue	Business Drive	Restripe 14th Avenue with a two way left turn lane.

Figure D-1


TRAFFIC SIGNAL PROJECTS
MONITORED INTERSECTION
TRAFFIC SIGNAL LOCATION
COUNCIL DISTRICT BOUNDARIES
N
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SACRAMENTO INTERNATIONAL AIRPORT
ELKHORN BLVD
CLUB CENTER DR
DEL PASO ROAD
N MARKET BLVD
ARENA BLVD
SAN JUAN ROAD
EL CAMINO AVE
GARDEN
WEST
ASCOT AVE
MAIN AVE
BELL AVE
ARDEN
DEL PASO BLVD
STATE RT 160
RICHARDS BLVD
EXPOSITION BLVD
ARDEN WAY
EL CAMINO AVE
FAIR OAKS BLVD
ELVAS AV
BROADWAY
FOLSOM BLVD
C.S.U.S.
SUTTERVILLE ROAD
FRUITRIDGE ROAD
47TH AVE
ELDER CREEK ROAD
FLORIN ROAD
MEADOWVIEW ROAD
MACK ROAD
STEVENSON AVE
CALVINE ROAD
SHELDON ROAD
KIEFER BLVD
JACKSON HIWY
WINDING WAY
GARDEN HIWY
CAPITAL CITY FREEWAY
U.P.R.R.
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BICYCLE PROGRAM

INTRODUCTION

Facilities for bicycles and pedestrians are an integral part of the transportation system. Given the City's mild climate and flat terrain, bicycling and walking are viable and important transportation modes. The City supports these modes as sustainable, equitable, healthy, and non-polluting forms of transportation which promote the development of vibrant urban streets and public places.

The Caltrans Design Manual, Chapter 1000 (a City Standard adopted by reference in the Bicycle Master Plan) specifies three classifications of bikeways:

Class I Bikeways**:**	Bike trails or bike paths are separated from vehicular traffic and are for the exclusive use of bicyclists and pedestrians. Cross traffic by motorists is minimized. Bike trails adjacent to roads are separated by physical space (minimum five feet) or barriers such as fences or dense shrubs.
Class II Bikeways	Bike lanes are one-way lanes established within the street for preferential use by bicycles. Bicyclists are required to travel in the same direction as the automobile traffic. Class II bikeways are on-street facilities designated with signs, striped lanes, and pavement legends.
Bike/Pedestrian Bridges	Special consideration is given to criteria for bicycle/pedestrian bridges. Within this section of the TPG, the term "bridges" refers to a stand-alone bike and pedestrian overcrossing or undercrossing including associated approaches.

GOALS AND POLICIES

The Bikeways Program is consistent with the following City of Sacramento General Plan (adopted January 19, 1988, reflects City Council Amendments through September 2000) and City/County 2010 Bikeway Master Plan goals and policies:

Goals:

1. Develop bicycling as a major transportation and recreational mode. (City of Sacramento General Plan adopted January 19, 1988, reflects City Council Amendments through September 2000).

   Policies:

   - Develop bikeways in a coordinated manner with the County and other agencies to facilitate commuting to and from major trip generators.

   - Maintain public bikeways in a manner that promotes their use, by developing a continuous repair and maintenance program.

2. Work toward achieving the goal of a Level of Service C on the City's local and major street systems. (City of Sacramento General Plan adopted January 19, 1988, reflects City Council Amendments through September 2000).

   Policy:

   Explore alternative transportation modes that will lead to a decrease in vehicular demand of the City's surface street system.

3. Develop and maintain a coordinated approach by City/County and other agencies to implement the plan (2010 Bikeway Master Plan) as funding becomes available or as development occurs. (2010 Bikeway Master Plan)

   Policy:

   Integrate efforts of Planning, Recreation, Public Works, and other departments of City and County government and other agencies that are involved in planning, construction or operational elements of the bikeway system.

4. Achieve the highest possible level of safety and security for cyclists. (2010 Bikeway Master Plan)

   Policy:

   Provide a network of safe and convenient bikeways.

5. Develop a bikeway system that incorporates aesthetics and the historical characteristics of the Sacramento area. (2010 Bicycle Master Plan)

   Policy:

   Bikeways should take full advantage of the beauty and natural features of the Sacramento area by blending with the terrain and topography.

The Bicycle Program is consistent with the following City of Sacramento Strategic Plan goals:

Goals:

1. Improve and expand public safety

   Policy:

   The Bicycle Program supports Public safety by prioritizing projects that provide bicycle facilities for safer transportation by bicycle.

2. Achieve Sustainability and Enhance Livability

Policy:

The Bicycle Program supports sustainability and enhanced livability by prioritizing projects that encourage the use of bicycles as a means of transportation.

PROJECT LIST DEVELOPMENT

The 2010 Bikeway Master Plan was used to develop an initial list of projects, which was then reviewed by the Transportation Programming Guide Community Advisory Committee and City staff. Projects were solicited from the Bicycle Advisory Committee, the Community Advisory Committee, and through the TPG public outreach.

PROJECT RANKING PROCESS: FOR ON-STREET AND OFF-STREET

The Bicycle Advisory Committee, with input by the Community Advisory Committee, developed the scoring and ranking criteria. There are eight scoring criteria categories for evaluating bikeway projects:

- Links to Activity Centers and Infill Areas (employment/residential/recreation)
- Barrier Elimination (reduction in cycling distance)
- Traffic Characteristics (volume/speed/lane width)
- Right-of-Way/Cost (ownership and land use)
- Linkage to Transportation System (i.e., bus, LRT, train etc.)
- Travel Continuity (stops per mile)
- Geographic Distribution (spacing between bikeways)
- Recreation Potential (proximity to parks/open space)

Eligible projects are scored and ranked using the eight criteria outlined below. The maximum score is 100 points.

1. Linkage to Activity Centers and Infill Areas ..... (Max. Points: 20)

- Points are assigned for projects that are adjacent to, or provide access to, activity centers:

Activity Center	Points	
Public Colleges/Universities	20	per facility
Schools/Parks/Libraries/Community Centers	10	per facility
Commercial Centers	5	per center
Employment Centers	5	per 100 employees
High Density Residential	5	per site

- 5 points are assigned if the project is located in one of the following "infill" areas as defined by the City of Sacramento Infill Strategy adopted on May 14, 2002:
    - *Target Residential Areas*
    - *Central City Areas*
    - *Commercial Corridors*
    - *Transit Areas*

Note: Commercial Centers = Commercial sites containing a minimum of 40,000 square feet
Employment Centers = Non-residential sites containing a minimum of 100 employees
High Density Residential = A common project site containing 20 dwelling units per acre and a minimum of 100 dwelling units

2. Barrier Elimination..... (Max. Points: 15)

Points are assigned based on the reduced distance the cyclists would travel with the project in place.

Distance (miles)	Points
Less than 0.25	0
0.25 - 0.5	2
.6 - 1.0	4
1.1 - 1.5	6
1.6 - 2.0	10
More than 2.0	15

3. Traffic Characteristics..... (Max. Points: 15)

Bike Trails (Off-Street Bikeways)

Trails are separated from motorized traffic; therefore, they receive full 15 points.

Bike Lanes/Routes (On-Street Bikeways)

Points for Traffic Characteristics were given on the basis of whether the proposed project is a Class 2 or Class 3 facility using the point system below. Projects on major streets were classified as Class 2 facilities for scoring purposes only. The feasibility of each Class 2 facility has not been evaluated and will be determined in the scoping/funding process.

Points are assigned based on existing curb lane width, average daily traffic (ADT) volume, and posted speed limit.

(A) Class 2

1) Volume:

ADT	Points
>40,000	5
30,001 – 40,000	4
20,001 – 30,000	3
10,001 – 20,000	2
3,000 – 10,000	1
<3,000	0 (Class 3 Recommended)

2) Speed:

Speed	Points
≥50	5
45	4
40	3
35	2
30	1
<30	0

3) High existing usage: Five points are assigned if bicycle counts on the candidate bikeway segment indicate 25 or more bikes per hour.

(B) Class 3

1) Volume:

ADT	Points
>20,000	0
10,001-20,000	1
5,001-10,000	2
3,001-5,000	3
1,001-3,000	4
<1,000	5

2) Speed:

Speed	Points
>35	0
35	1
30	2
25	3
20	4
≤15	5

3) High existing usage: Five points are assigned if bicycle counts on the candidate bikeway segment indicate 25 or more bikes per hour.

4. Right-of-Way/Cost ..... (Max. Points: 15)

Land Ownership Factors		Land Modification Factors	
City Owned	7	Unused/Vacant Land	8
Public (non-City)	4	Relocatable Use	4
Private	0	Non-Relocatable	0

5. Linkage to Transportation System..... (Max. Points: 10)

(A) Links to other bikeways .....Max. Points: 5

One point is assigned for each existing or planned bikeway to which the candidate bikeway will connect.

(B) Links to other modes .....Max. Points: 5

Five points are assigned for a connection with another transportation mode that accommodates bicycles by carrying them or providing secure parking. Other modes include light rail stations, buses with bike racks, AMTRAK station, Sacramento International Airport, and park and ride lots.

6. Travel Continuity..... (Max. Points: 10)

Points are assigned based on the number of stops per mile along the route.

Stops Per Miles	Points
0	10
1-4	7
5-9	5
>10	0

7. Geographic Distribution..... (Max. Points: 5)

Points are assigned based on the candidate bikeway's distance from the nearest parallel existing route at the closest point:

Distance (miles)	Points
0 - .5	1
.6 - 1.0	2
1.1 - 1.5	3
1.6 - 2.0	4
>2.0	5

8. Recreational Potential ..... (Max. Points: 10)

		Points	
		Yes	No
(A)	Does the bikeway have scenic views?	2	0
(B)	Does the bikeway have shaded portions?	2	0
(C)	Does the bikeway have low slopes?	2	0
(D)	Is the bikeway greater than two miles long?	2	0
(E)	Is there existing street lighting?	2	0

PROJECT RANKING PROCESS FOR BICYCLE AND PEDESTRIAN BRIDGES

B1. Population ..... (Max. Points: 20)

Points are assigned based on population density within 2 miles:
One point for every multiple of 750 persons per square mile.
(population density of 750 = 1 point, density of 1500 = 2 points…density equal to or greater than 15,000 = 20 points)
One point for every multiple of 1000 jobs per square mile.
(job density of 1000 = 1 point, density of 2000 = 2 points…density of 5,000 or greater =5 points)

B2. Link to Activity Centers and Infill Areas ..... (Max. Points: 20)

- Activity Center — Points
  - Public Colleges/Universities — 20 per facility
  - Schools/Parks/Libraries/Community Centers — 5 per facility
  - Commercial Center — 5 per facility

- 5 points are assigned if the project is located in one of the following "infill" areas as defined by the City of Sacramento Infill Strategy adopted on May 14, 2002:
  - *Target Residential Areas*
  - *Central City Areas*
  - Commercial Corridors
  - Transit Areas

Note: Commercial Centers = Commercial sites containing a minimum of 40,000 square feet

B3. Barrier Elimination ..... (Max. Points: 40)

Points are assigned based on the reduced distance the pedestrian or bicyclist cyclists would travel with the project in place.

Distance (miles)	Points
Less than 0.25	0
0.25 - 0.5	5
.5 - 1.0	10
1 - 2	20
2 - 3	30
Greater than 3	40

B4. Type of Crossing ..... (Max. Points: 5)

Bridges that cross waterways, freeways and mainline railways receive 5 points.
Bridges that cross expressways with ADT's >20,000 receive 3 points.
Bridges over streets with ADT's less than 20,000 and greater than 10,000 receive 2 points.

B5. Right-of-Way/Cost (Max. Points: 5)

Land Ownership Factors		Land Modification Factors	
City Owned	3	Unused/Vacant Land	2
Public (non-City)	2	Relocatable Use	1
Private	0	Non-Relocatable	0

B6. Linkage to Transportation System..... (Max. Points: 5)

Does it have existing bikeways or walkways on both ends leading to it	5 points
or	
Will it require bikeway or walkway construction greater than 1000 feet at one end	3 points
or	
Will require bikeway or walkway construction greater than 2000 feet at both ends	1 point

B7. Travel Continuity..... (Max. Points: 5)

Points are assigned based on the number of interruptions per mile along the route.

Design speed on bridges	Points
>10 mph	5
5-10 mph	3
<5mph	0

SUMMARY

On-street

The Bicycle Section – On-street Priority listing is presented in Table E-1. The approximate location of the projects are depicted in Figure E-1

A total of four projects were added to this year's list. These projects are:

- Sutterville Road between Freeport Boulevard and Franklin Boulevard
- 24th Street between 22nd Avenue and the LRT Station
- 24th Street between 2nd Avenue and X Street
- 33rd Street between Broadway and 12th Avenue

There were seven projects deleted since the 2006 TPG. These projects have been completed or will be completed in 2008:

- J Street between 55th Street and Carlson Drive

- 43rd Avenue between Greenhaven Drive. and 14th Street; Blair Avenue between 14th St. and Freeport Boulevard
- South Land Park Drive between 35th Ave and Seamas Avenue
- 29th Street between Meadowview Road and Florin Road
- South Land Park Drive between Sutterville Road and Seamas Avenue
- H Street between 55th Street and Camelia Way
- Center Parkway between Newport Cove Way and Sheldon Road

Two project descriptions were modified:

- San Juan Road between Fong Ranch Road and Zenobia Way
- Redding Avenue between 14th Avenue and 4th Avenue

Off-street

The Bicycle Section – Off-street Priority listing is presented in Table E-2. The approximate locations of the projects are depicted in Figure E-2.

A total of three projects were added to this year's list. These projects are:

- Union House Creek Trail - Bike trail along Union House Creek north of Cosumnes River Boulevard from Deer Lake Drive to Bruceville Road.
- Freeport South Bike Trail - Bike trail parallel to Freeport Boulevard on the east side from the Antioch Church driveway to the water treatment plant driveway.
- Kroy Pathway - This is an existing trail from T Street at Kroy Way to 65th Street. This trail is in need of improvements and enhancements.

There were no projects deleted from last year's list.

One project description was modified: The southern project limit for Ninos Parkway Bike Trail was changed from West El Camino Avenue to San Juan Road.

Bicycle and Pedestrian Bridges

The Bicycle Section – Bike/Pedestrian Bridge Priority listing is presented in Table E-3. The approximate locations of projects are depicted in Figure E-3.

There was one new project added to the list - Cosumnes River College Crossing - Bike/Pedestrian bridge from Sunny Creek Way to Cosumnes River Boulevard across Union House Creek.

There were no projects deleted from the list.

TABLE E-1

YEAR 2008 - BICYCLE SECTION - ON-STREET BIKEWAYS

2008 Rank	2006 Rank	Council District	ON-STREET BIKEWAYS		Activity Centers	Barrier Elim.	Traffic Char.	ROW/ Cost	Link to transp. System	Travel Cont.	Geog. Dist.	Rec Poten.	Total
			Maximum Points in Scoring Category:		**20**	**15**	**15**	**15**	**10**	**10**	**5**	**10**	**100**
			Project Description	**Miles**									
1	**1**	**4,7,8**	**Freeport Blvd South:** Freeport Blvd between Meadowview Rd and City Limits	1.1	15	15	6	15	4	10	5	6	76
1	**1**	**2**	**Bell Avenue East:** Bell Ave. between Rio Linda Blvd. and Winters St	2.0	20	15	4	11	10	7	5	4	76
3	**3**	**5**	**Franklin Blvd:** Franklin Blvd between 2nd Ave and Fruitridge Rd	2.1	20	4	9	11	10	7	3	8	72
3	**4**	**1**	**San Juan Road East:** San Juan Road between Fong Ranch Road and Zenobia Way *	0.3	20	6	7	15	10	7	3	4	72
5	**4**	**2,3**	**Roseville Road:** Roseville Rd. between Auburn Blvd. and City Limits	1.6	15	15	5	11	8	10	1	6	71
6	**8**	**1**	**San Juan Road West:** San Juan Road between East Commerce Way and Azevedo Drive	0.4	10	10	5	15	10	10	3	4	67
6	**8**	**3,6**	**65th Street:** 65th St. between Q St. and 14th Ave	0.9	20	4	7	15	10	5	4	2	67
8	**9**	**4**	**Freeport Blvd:** Freeport Blvd between 4th Ave and 14th Ave	1.1	20	4	8	11	10	5	2	6	66
8	**9**	**1**	**Bannon Creek Drive:** Bannon Creek Dr between Azevedo Dr and Truxel Rd	0.4	20	2	9	15	8	7	1	4	66
8	**9**	**4**	**Seamas Avenue:** Seamas Ave between Peidmont and S Land Park Dr	0.9	20	6	2	15	9	7	1	6	66
8	**9**	**7,8**	**Banford Dr./Bruceville Rd.:** Banford Dr between Center Parkway and Valley Hi Dr; Bruceville Rd between Valley Hi Dr and Wyndham Dr	1.0	20	4	5	15	10	7	1	4	66
12	**17**	**5,6**	**8th Avenue/San Joaquin:** 8th Ave and San Joaquin St between Stockton Blvd and Southern Pacific RR tracks	1.9	20	2	7	15	10	5	1	4	64
12	**New**	**5**	**Sutterville/12th Ave:** Sutterville Rd. between Freeport and Franklin Blvd	0.9	20	10	4	7	10	7	2	4	64
14	**19**	**8**	**Brookfield Drive:** Brookfield Dr between Mack Rd and Tangerine Ave	1.0	15	6	6	15	9	7	1	4	63
14	**19**	**1**	**Pebblewood Drive:** Pebblewood Dr between Azevedo Dr and Montview Wy	1.4	15	4	6	15	10	7	2	4	63
16	**21**	**3**	**Del Paso Blvd East:** Del Paso Blvd between Arcade Blvd and Dayton St	0.7	5	10	4	15	9	10	3	6	62
17	**22**	**2**	**Norwood Avenue:** Norwood Ave. between Main Ave and Grace Ave	0.2	15	4	4	15	8	10	3	2	61
18	**23**	**4**	**V Street:** V St. between 8th St. and 18th St..	0.8	20	0	8	15	5	7	1	4	60
18	**23**	**3**	**McKinley Blvd:** McKinley Blvd between 33rd St and Elvas Ave	0.8	20	0	4	15	7	7	1	6	60
18	**23**	**8**	**Amhearst Street:** Amhearst St between Florin Rd and Meadowview Rd	1.1	10	2	6	15	10	10	1	6	60
18	**New**	**5**	**24th Street South:** 24th St between 22nd Avenue and Sutterville Bypass	0.4	20	4	5	11	7	7	2	4	60
22	**9**	**3,6**	**Redding Avenue:** Redding Ave between 14th Ave and 4th Avenue *	0.3	15	2	7	15	3	10	5	2	59
22	**26**	**4**	**Havenhurst/56th Avenue:** Havenhurst Dr. between Greenhaven Dr. and Greenhaven Dr.; 56th Avenue between Havenhurst Dr. and S. Land Park Dr	1.0	10	4	9	15	8	7	2	4	59
24	**27**	**1**	**Capitol Mall:** Capitol Mall between Front St and 10th St	0.7	20	0	8	11	9	0	1	8	57
24	**27**	**4**	**Golden Oak/Alma Vista:** Golden Oak Ave between S. Land Park Dr and Pocket Rd	0.7	10	4	9	15	7	7	1	4	57
24	**27**	**4**	**Gloria Drive:** Gloria Dr. between 43rd Ave and Greenhaven Dr	0.7	15	2	4	15	8	10	1	2	57

"New" Indicates new project added this year.

* Indicates project limits have been modified since the last TPG.

TABLE E-1

YEAR 2008 - BICYCLE SECTION - ON-STREET BIKEWAYS

2008 Rank	2006 Rank	Council District	ON-STREET BIKEWAYS		Activity Centers	Barrier Elim.	Traffic Char.	ROW/ Cost	Link to transp. System	Travel Cont.	Geog. Dist.	Rec Poten.	Total
			Maximum Points in Scoring Category:		**20**	**15**	**15**	**15**	**10**	**10**	**5**	**10**	**100**
24	**27**	**1**	**Venture Oaks Wy:** Venture Oaks Wy between Gateway Oaks Dr. and Gateway Oaks Dr	0.5	20	0	0	15	7	10	1	4	57
24	**27**	**2**	**Main Avenue:** Main Ave. between Pell Dr. and Rio Linda Blvd	1.6	5	10	5	15	10	7	3	2	57
29	**New**	**4,5**	**24th Street North:** 24th Street between 2nd Avenue and X Street	0.3	20	4	2	11	9	5	1	4	56
29	**32**	**4,7**	**Pocket/Meadowview Road:** Pocket/Meadowview Rd between Greenhaven Dr and Freeport Blvd	0.6	5	6	5	15	8	10	5	2	56
31	**33**	**4**	**South Land Park Bikeways:** 13th St. between 35th Ave. and S. Land Park Dr; 35th Avenue between S. Land Park Dr and Freeport Blvd	1.7	15	2	3	15	9	10	1	0	55
31	**33**	**3**	**H Street West:** H Street between Alhambra Blvd. and 33rd St	0.2	15	0	8	11	4	10	1	6	55
31	**33**	**2**	**Los Robles Blvd.:** Los Robles Boulevard between Marysville Boulevard and Del Paso Boulevard	0.7	10	2	8	15	4	7	1	8	55
34	**36**	**1**	**Shady Arbor Drive:** Shady Arbor Dr. between West River Dr. and dead end	0.3	10	2	10	15	2	10	1	4	54
35	**37**	**1**	**Oak Harbor Drive:** Oak Harbor Dr between River Plaza Dr and Gateway Oaks Dr	0.1	10	4	0	15	7	10	1	6	53
36	**39**	**2**	**Bell Avenue West:** Bell Av. between Norwood Ave and Bollanbacher Ave	0.6	10	2	10	7	6	10	5	2	52
37	**40**	**2**	**Grand Avenue:** Grand Ave between Marysville Blvd and Winters St	1.0	10	2	3	15	8	7	4	2	51
38	**41**	**4,7**	**Havenside Drive:** Havenside Dr. between Riverside Blvd. and Florin Rd..	0.5	5	2	5	15	8	10	1	4	50
38	**41**	**2,3**	**Del Paso Blvd :** Del Paso Blvd between Eleanor Ave and Arcade Blvd	1.2	10	2	3	11	8	10	2	4	50
40	**43**	**6**	**Cucamonga Avenue:** Cucamonga Ave between Ramona Ave and Power Inn Rd	0.3	5	2	8	15	3	10	1	4	48
41	**44**	**1**	**West El Camino Avenue:** W. El Camino Blvd between Gateway Oaks and I-5	0.4	10	6	6	4	8	10	1	2	47
42	**45**	**6**	**Ramona Avenue:** North-South segment on Ramona between LRT tracks and easterly bend	0.6	0	2	7	15	3	10	1	4	42
42	**New**	**5**	**33rd Street:** 33rd St between Broadway and 12th Ave	0.6	15	2	1	7	5	5	1	6	42
44	**46**	**7**	**Pocket Road:** Pocket Rd between Park Riviera Wy and Riverside Blvd	0.8	0	2	1	15	7	10	1	4	40
45	**48**	**2**	**Canterbury Road:** Canterbury Road between Slobe Avenue and Frontage Road	0.4	5	6	1	8	2	5	2	2	31

"New" Indicates new project added this year.

* Indicates project limits have been modified since the last TPG.

TABLE E-2

YEAR 2008 - BICYCLE SECTION - OFF-STREET BIKE TRAILS

2008 Rank	2006 Rank	Council District	OFF-STREET BIKEWAYS		Activity Centers	Barrier Elim.	Traffic Char.	ROW/ Cost	Link to transp. System	Number of Stops	Travel Cont.	Geog. Dist.	Rec Poten.	Total
			Maximum Points in Scoring Category:		20	15	15	15	10		10	5	10	100
			Project Description	Miles										
1	1	7,8	**South Sacramento Parkway (west)** - Bike trail along the South City Limits from the Bill Conlin Park to Meadowview Park. Distance of 0.52 miles.	0.5	10	15	15	12	10	0	10	3	4	79
2	2	1	**Ninos Parkway Bike Trail** - Bike trail in Ninos Parkway from San Juan Road to B Drain Canal. Distance of 1.1 miles. *	1.1	20	4	15	15	10	3	7	1	6	78
3	3	7,8	**South Sacramento Parkway (east)** - Bike trail along the South City Limits from the Meadowview Park to Franklin Blvd. and along the west side of Franklin Blvd. south to Calvine Rd.Distance of 3.83 miles.	3.8	20	4	15	8	10	1	10	3	6	76
4	4	1,3	**Two Rivers Bike Trail (east)**- Bike trail along the south levee of the American River from Sacramento Northern Trail to Sutter's Landing Park site. Distance of 0.9 miles.	0.9	20	10	15	8	10	1	7	1	4	75
5	5	4,7,8	**Del Rio Bike Trail** - Bike trail along the SPRR right-of-way from Sutterville Rd. to the Freeport Reservoir. Distance of 4.8 miles.	4.8	20	2	15	12	10	7	7	1	6	73
6	6	3	**Sutter's Landing East** - Bike trail from Sutter's landing bridge along the American River to H St. Distance of 2.05 miles	2.1	20	4	15	8	10	0	10	1	4	72
7	7	1	**East Drainage Canal** - Bike trail on the east sides of the East Drain Canal from the C1 Canal to Truxel Rd. Distance of 0.69 miles.	0.7	20	2	15	8	8	0	10	5	2	70
7	7	2	**Haggin Oaks Golf Course -** Bike trail from Fulton Ave to Longview Dr.	0.3	15	10	15	7	7	1	7	5	4	70
9	9	2	**Steelhead Creek Bike Trail (Ueda Parkway)** - Bike trail along Steelhead Creek from Arcade Creek to Main Avenue. Distance of 2.5 miles	2.5	15	6	15	12	4	0	10	1	6	69
10	New	7,8	**Union House Creek Trail -** Bike trail along Union House Creek north of Cosumnes River Boulevard from Deer lake Drive to Bruceville Road. Distance of 2.12 miles	2.1	20	0	15	12	7	1	7	1	6	68
11	10	2	**Arcade Creek Bike Trail (Ueda Parkway)** - Bike trail along Arcade Creek from Steelhead Creek to Hagginwood Park. Distance of 1.8 miles	1.8	20	4	15	12	5	2	7	1	2	66
11	10	2,3	**Arcade Creek East** - Bike trail along Arcade Creek from Haginwood Park Through Del Paso Park to Auburn Blvd. Distance of 4.08 miles.	4.1	20	2	15	8	5	1	7	1	8	66
11	10	3,6	**Folsom LRT Trail East** - Bike trail along the Folsom Light Rail Line between 65th St. and Watt Ave. Distance of 2.73 miles.	2.7	20	0	15	4	10	0	10	1	6	66
11	10	1	**Natomas Marketplace Bike Trail -** Bike trail along north side of drainage canal along I-80 from Gateway Park Dr to San Juan Road. Distance of 1.02 miles.	1.0	15	2	15	12	7	0	10	1	4	66
15	14	5	**UPRR Phase I** - Bike trail through the UPRR yards from Sacramento City College to Vallejo Way and SCC to 10th Ave. Distance of 0.82 miles.	0.8	20	2	15	4	10	0	10	1	2	64
16	15	5,7,8	**UPRR Phase II** - Bike trail along the UPRR right-of-way from Sacramento City College to Morrision Creek. Distance of 5.01 miles.	5.0	20	2	15	4	10	6	7	1	4	63
17	16	1	**North Natomas Regional Park Bike Trails** - Network of bike trails within the North Natomas Regional Park. Distance of 2.4 miles.	2.4	5	4	15	15	9	3	7	1	6	62
17	16	3,6	**U.P. Tracks (old SP east/west mainline) -** CSUS to Power Inn Road	2.5	20	2	15	4	9	4	7	1	4	62
19	18	8	**Laguna Creek South Trail** - Bike trail along the south side of Laguna Creek from the existing bridge eastward to the City limits. Distance of 0.26 miles.	0.3	10	4	15	15	2	0	10	1	4	61
19	18	6	**Jefferson Lofts Bike Trail** - Bike trail near Jefferson Lofts from Redding Avenue to connect to the future 4th Avenue Extension at the Railroad. Distance of 0.25 miles	0.3	20	2	15	8	3	0	10	1	2	61

"New" Indicates new project added this year.

TABLE E-2

YEAR 2008 - BICYCLE SECTION - OFF-STREET BIKE TRAILS

2008 Rank	2006 Rank	Council District	OFF-STREET BIKEWAYS		Activity Centers	Barrier Elim.	Traffic Char.	ROW/ Cost	Link to transp. System	Number of Stops	Travel Cont.	Geog. Dist.	Rec Poten.	Total
			Maximum Points in Scoring Category:		20	15	15	15	10		10	5	10	100
			Project Description	Miles										
			*Project description modified from previous TPG.											
21	New	7,8	**Freeport South Bike Trail -** Bike trail parallel to Freeport Blvd on the east side from the Antioch Church driveway to the Water Treatment Plant driveway. Distance of .28 miles	0.3	0	15	15	15	2	0	10	1	2	60
22	20	2	**Robla Creek Bike Trail (Ueda Parkway)** - Bike trail along Robla Creek from Main Avenue to Sacramento Northern Bike Trial. Distance of 1.7 miles	1.7	10	4	15	12	5	1	10	1	2	59
22	20	8	**Center Parkway Extension** - Bike trail on the west side of Center Parkway from Jacinto Park to Sheldon Rd. Distance of 0.28 miles.	0.3	10	0	15	15	2	0	10	1	6	59
22	20	1	**Airport Rd. Trail** - Bike trail along the current alignment of Aiport Rd. between San Juan Rd. and Arena Blvd. Distance of 1.24 miles.	1.2	15	6	15	4	5	2	7	5	2	59
22	20	4,8	**Mangan Park** - Bike trail south of Mangan Park in Executive Airport right-of-way from 24th St to Freeport Blvd. Distance of 0.58 miles.	0.6	15	0	15	15	3	0	10	1	0	59
26	24	4	**Sacramento River Bike Trail (Miller Park)** - Bike trail along the Sacramento River from Broadway to Front Street. Distance of 0.2 miles	0.2	10	0	15	12	4	0	10	1	6	58
26	24	7	**Pocket Canal Phase V** - Bike trail on the west and south sides of the Pocket Canal from Gloria Dr. to Havenside Dr. Distance of 0.79 miles.	0.8	20	0	15	8	5	1	7	1	2	58
26	24	2,3	**Haggin Oaks Golf Course West** - Bike trail from Connie Dr. to Arcade Creek. Distance of 0.81 miles.	0.8	15	0	15	11	0	0	10	1	6	58
29	27	1	**Airport Rd. Access Trail** - East-west bike trail connecting Airport Rd trial to Truxel Rd. Distance of 0.58 miles.	0.6	15	0	15	8	9	1	7	1	2	57
29	27	3	**Lanatt Way Access Trail** - Bike trail from Lanatt Way to Sutter's Landing Park. Distance of 0.40 miles.	0.4	10	15	15	4	2	1	7	2	2	57
30	29	1	**Whitter Ranch Bike Trail** - North-south bike trail along east edge of Whitter Ranch from Natomas Crossing to San Juan Road. Distance of 0.4 miles.	0.4	10	0	15	12	4	0	10	1	4	56
30	29	2,3	**U.P. Tracks (old SP east/west mainline) -** Sacramento to Roseville	5.0	10	0	15	4	8	0	10	5	4	56
33	31	1	**Shady Arbor Trail** - Bike trail though Shady Arbor Neighborhood Park between Shady Arbor Court and Barandas Dr. Distance of 0.08 miles.	0.1	10	0	15	15	2	0	10	1	2	55
33	31	1	**Riverfront Master Plan Trails -** Bike trail system upgrades and enhancements between R St and I St along the Sacramento River.	2.0	15	0	15	4	4	0	10	1	6	55
35	New	6	**Kroy Pathway -** This is an existing trail from T Street at Kroy Way to 65th Street. This trail is in need of improvements and enhancements. Distance of .06 miles	0.1	15	2	15	15	6		0	1	0	54
35	33	8	**Laguna Tower** - Bike trail along the Laguna Creek tower easement from Laguna Creek to the south City limits. Distance of 0.31 miles.	0.3	10	10	15	0	0	0	10	5	4	54
35	33	3	**Folsom LRT Trail West** - Bike trail along the Folsom Light Rail Line between Alhambra Blvd. and 65th St. Distance of 2.37 miles.	2.4	15	2	15	0	10	7	7	1	4	54
35	33	4,7	**Sacramento River Parkway (Upper Pocket)** - Bike trail on the Sacramento River levee from Clipper Way to Arabella Way. Distance of 2.0 miles.	2.0	10	0	15	8	2	0	10	1	8	54
35	33	4	**Sacramento River Parkway (Little Pocket)** - Bike trail on the Sacramento River levee from Captain's Table to trailhead at 35th Avenue. Distance of 1.6 miles.	1.6	10	0	15	8	4	0	10	1	6	54
40	37	1	**Ninos Bike Trail Extension** - Bike trail connecting the Ninos Bike Trail at the northern limits to the Ninos Parkway Bridge. Distance of 0.38 miles.	0.4	0	10	15	8	7	0	10	1	2	53

"New" Indicates new project added this year.

TABLE E-2

YEAR 2008 - BICYCLE SECTION - OFF-STREET BIKE TRAILS

2008 Rank	2006 Rank	Council District	OFF-STREET BIKEWAYS		Activity Centers	Barrier Elim.	Traffic Char.	ROW/ Cost	Link to transp. System	Number of Stops	Travel Cont.	Geog. Dist.	Rec Poten.	Total
			Maximum Points in Scoring Category:		20	15	15	15	10		10	5	10	100
			Project Description	Miles										
			*Project description modified from previous TPG.											
40	37	1	**SP Railyards** - Bike trail through the SP railyards from E St. to the Sacramento River Bike Trail. Distance of 0.55 miles.	0.6	10	2	15	4	10	2	7	1	4	53
42	39	1	**I-5 Bike Trail System** - Bike trails along both sides of Interstate 5 from Hwy 99 interchange to the San Juan Road. Distance of 7.2 miles.	7.2	0	2	15	12	10	8	7	1	4	51
43	40	7,8	**Morrison Creek** - Bike trail along Morrison Creek from Mack Rd. to 53rd Ave. Distance of 2.17 miles.	2.2	0	2	15	15	5	5	7	2	4	50
44	41	1	**San Juan Access Trail** - Bike trail on the north and south sides of San Juan Rd. at the I-5 underpass. Distance of 0.57 miles.	0.6	0	0	15	11	4	0	10	4	4	48
44	41	1	**I-5 South Natomas Bike Trail** - North-south bike trail along east edge of I-5 from San Juan Rd to West El Camino Ave. Distance of 1.22 miles.	1.2	10	0	15	8	2	0	10	1	2	48
46	43	1	**Arena Access Trail** - East-west bike trail between East Commerce Way to Del Paso Rd overpass. Distance of 0.68 miles.	0.7	5	2	15	8	4	2	7	3	2	46
46	43	3	**Elvas Bike Trail** - Bike trail on the northeast side of the Elvas Ave. from 36th Way to F St. Distance of 1.17 mile.	1.2	5	0	15	4	7	0	10	1	4	46
48	45	1	**C-1 Canal** - Bike trail along the C-1 canal from the Natomas East Main Drain Canal to the East Drainage Canal. Distance of 0.97 miles.	1.0	5	2	15	4	5	3	7	5	2	45
48	45	1	**West Canal West** - Bike trail on the west side of the West Canal within the city limits. Distance of 0.34 miles.	0.3	0	0	15	15	2	0	10	1	2	45
48	45	7	**Sacramento River Parkway (Middle Pocket)** - Bike trail on the Sacramento River levee from the Garcia Bend Park to Arabella Way. Distance of 1.9 miles.(2)	1.9	0	2	15	8	5	0	10	1	4	45
51	48	6	**4th Ave. Bike Trail -** East-West bike trail extending from 4th Ave from Redding Ave. to Ramona Ave. Distance of .53 miles.	0.5	10	4	15	0	2	0	10	1	2	44
52	49	2	**Roanoke Ave Access Trail** - Bike trail from Roanoke Avenue to Winters Street. Distance of 200 feet.	0.0	0	2	15	15	0	0	10	1	0	43
53	50	6	**Cal Central Traction RR Trail** - Bike trail along the Cal Central Traction RR Right of Way from Power Inn Rd. to the City limits. Distance of 2.85 miles.	2.9	0	2	15	4	9	2	7	1	4	42
54	51	6	**Ramona Ave. Bike Trail -** North-South bike trail extending from Ramona Ave to 14th Ave. Distance of .25 miles.	0.3	0	0	15	0	2	0	10	1	2	30

"New" Indicates new project added this year.

*Project description modified from previous TPG.

TABLE E-3

YEAR 2008 - BICYCLE SECTION - BIKE/PED BRIDGES

2008 RANK	2006 RANK	Council District	BIKE/PED BRIDGE PROJECTS	POPULATION	ACTIVITY CENTER SCORE	BARRIER ELIM.	CROSSING TYPE	ROW/COST	TRANSP SYSTEM	TRAVEL CONTINUITY	TOTAL
			Maximum Points in Scoring Category:	**20**	**20**	**40**	**5**	**5**	**5**	**5**	**100**
1	**1**	**3**	**Sutter Landing Bridge** - Provides Bike/Ped. Connection over the American River between the American River Parkway and Sutter Landing Park	12	15	40	5	2	1	5	**80**
2	**2**	**1**	**Discovery Park -** Provides Bike/Ped. Connection over the American River for an all weather connection between Natomas and downtown (LRT Bridge alignment).	11	10	30	5	4	5	5	**70**
3	**New**	**7,8**	**Cosumnes River College Crossing -** Provides Bike/Ped bridge from Sunny Creek Way to CRB across Union House Cree**k**	7	20	20	5	2	5	5	**64**
4	**3**	**1**	**River Plaza Dr at main Drain Canal -** Provides Bike/Ped. crossing over Main Drain Canal connecting River Plaza Dr	7	5	30	5	4	5	5	**61**
5	**3**	**1**	**Garden Highway to West Sacramento** - Provides a Bike/Ped Crossing of Sacramento River from Garden highway to West Sacramento.	7	0	40	5	1	1	5	**59**
6	**5**	**1**	**B-Drain, south of Rosin Blvd** - Provides Bike/Ped. over B Drain connecting bike trail near future Rosin Blvd to neighborhood south of drain	7	5	30	5	4	1	5	**57**
7	**8**	**1**	**Richards Boulevard Bike/Ped Bridge** - Provides Bike/Ped over Sacramento River west of Richards Boulevard.	12	15	10	5	4	5	3	**54**
7	**11**	**1**	**San Juan Rd at I-80 -** Provides a Bike/Ped Bridge over I-80 aligned with San Juan Rd	7	10	20	5	4	3	5	**54**
9	**8**	**1**	**Downtown Natomas Airport Joint Use Bridge -** Provides Bike/Ped over American River in line with Truxel Rd.	11	15	10	5	4	3	5	**53**
10	**6**	**3**	**Glenn Hall Park Bridge** - Provides Bike/Ped. Connection over the American River between the American River Parkway and the Riverpark neighborhood.	8	10	20	5	4	1	5	**53**
11	**8**	**6**	**Bridge at Redding to Folsom** - Provides Bike/Ped. Connection under Railroad mainline connecting Redding Avenue to Folsom Boulevard.	10	20	10	5	1	1	5	**52**
11	**12**	**1**	**I-80 Bridge(N to S. Natomas)** - Provides Bike/Ped. Connection over I-80 at the WAPA Corridor between North & South Natomas.	7	10	20	5	2	5	3	**52**
11	**6**	**5**	**UPRY Bridge at SCC LRT Station -** Provides a Bike/Ped bridge over UP Railroad at Sacramento City College LRT Station	10	20	10	5	1	3	3	**52**
14	**18**	**1**	**I-80 Bridge(N to S. Natomas)** - Provides Bike/Ped. connection over I-80 near Bannon Creek between North & South Natomas.	7	10	20	5	0	3	5	**50**

TABLE E-3

YEAR 2008 - BICYCLE SECTION - BIKE/PED BRIDGES

2008 RANK	2006 RANK	Council District	BIKE/PED BRIDGE PROJECTS	POPULATION	ACTIVITY CENTER SCORE	BARRIER ELIM.	CROSSING TYPE	ROW/COST	TRANSP SYSTEM	TRAVEL CONTINUITY	TOTAL
			Maximum Points in Scoring Category:	**20**	**20**	**40**	**5**	**5**	**5**	**5**	**100**
14	**14**	**8**	**State Route 99 at Calvine Bridge** - Provides a Bike/Ped Crossing of State Route 99 north of Calvine Road.	7	0	30	5	2	1	5	**50**
16	**13**	**3**	**Guy West Bridge Maintenance** (painting)	9	20	0	5	5	5	5	**49**
16	**14**	**1**	**I Street Bridge** - Provides Bike Ped deck at railroad level over Sacramento River.	12	15	5	5	4	5	3	**49**
18	**14**	**3**	**H Street Bridge -** Provides Bike/Ped. Path on the north side of the H Street bridge.	9	20	5	5	3	1	5	**48**
18	**14**	**4**	**Pioneer Bridge** - Provides Bike/Ped. Connection over Sacramento River by suspending below the Pioneer Bridge (Capitol City Freeway).	11	10	10	5	4	3	5	**48**
20	**22**	**1**	**Gateway Park Boulevard at C1 Canal** - Provides Bike/Ped. Crossing of C1 Canal at Gateway Park Boulevard in North Natomas.	7	5	20	5	4	1	5	**47**
20	**18**	**2**	**Haggin Oaks Crossing -** Provides Bike/Ped. Connection over railroad tracks and Arcade Creek connecting north Sacramento to Haggin Oaks Bike Trail.	6	5	20	5	3	3	5	**47**
22	**22**	**Co.**	**National Dr at C1 Canal -** Provides Bike/Ped. Crossing of C1 Canal at National Dr in North Natomas.	6	5	20	5	4	1	5	**46**
22	**22**	**1**	**Northgate Boulevard at C1 Canal** - Provides Bike/Ped. Crossing of Northgate Boulevard at the C1 Canal in North Natomas.	5	10	20	3	2	1	5	**46**
22	**20**	**1**	**Two Rivers Trail Bridge** - Provides a Bike/Ped Crossing of North12th/North 16th Streets along the south bank of the American River Parkway.	12	10	10	5	3	1	5	**46**
25	**20**	**1**	**South of El Camino at Main Drain Canal** - Provides Bike/Ped. crossing over Main Drain Canal at Bike trail south of A-1 Market	6	15	5	5	4	5	5	**45**
26	**25**	**1**	**I-80 Bridge(N to S. Natomas)** - Provides Bike/Ped. Connection over I-80 at the West Canal between North & South Natomas.	5	10	10	5	5	3	5	**43**
26	**26**	**4**	**R Street/Garden Street Bridge** - Provides Bike Ped Connection over Sacramento River at R Street.	13	10	5	5	4	3	3	**43**
26	**31**	**1**	**Town Center Pedestrian Bridge** - Provides Ped. Connection over Del Paso Boulevard at the Town Center in NorthNatomas.	6	20	5	3	5	1	3	**43**
29	**31**	**1**	**East Drain at Sump 20**- Provides Bike/Ped. Connection over East Drain Canal near Sump 20 in North Natomas.	7	10	10	5	2	1	5	**40**
30	**31**	**1**	**I-80 Bridge East of Truxel Interchange -** Provides Bike/Ped over I-80 in line with Truxel Rd. Potential joint-use with LRT crossing.	7	10	5	5	4	3	5	**39**

TABLE E-3

YEAR 2008 - BICYCLE SECTION - BIKE/PED BRIDGES

2008 RANK	2006 RANK	Council District	BIKE/PED BRIDGE PROJECTS	POPULATION	ACTIVITY CENTER SCORE	BARRIER ELIM.	CROSSING TYPE	ROW/COST	TRANSP SYSTEM	TRAVEL CONTINUITY	TOTAL
			Maximum Points in Scoring Category:	**20**	**20**	**40**	**5**	**5**	**5**	**5**	**100**
31	**31**	**1**	**California Indian Heritage Center Bridge** - Provides a Bike/Ped Crossing of American River adjacent to north 12th Street.	12	10	0	5	3	5	3	**38**
32	**26**	**2**	**Canterbury Road Bridge** - Provides Bike/Ped. expansion over State Route 160 at Canterbury Road	8	5	10	5	3	1	5	**37**
33	**29**	**2**	**Pilgrim Court Bridge** - Provides a Bike/Ped Crossing of Arcade Creek at Pilgrim Court between Los Robles Boulevard and Del Paso Boulevard.	6	0	10	5	5	5	5	**36**
34	**42**	**1**	**Arena Blvd. At East Drain** - Provides Bike/Ped. Connection over Arena Boulevard at the East Drain Canal in North Natomas.	7	10	5	2	5	1	5	**35**
34	**29**	**1**	**I-5 Bridge in S. Natomas** - Provides Bike/Ped. connection over I-5 between West El Camino Ave and Garden Highway.	6	5	10	5	3	1	5	**35**
36	**35**	**4**	**Land Park I-5 Bridge** - Provides a bike/ped crossing of Interstate 5 by expanding the Land Park Railroad Bridge.	8	5	5	5	4	3	5	**35**
37	**35**	**1**	**San Juan Ave at Ninos Parkway** - Provides Bike/Ped. bike trail crossing at San Juan Ave at Ninos Parkway (may be at-grade)	7	10	5	2	5	1	5	**35**
38	**38**	**1**	**Del Paso at West Canal** - Provides Bike/Ped. Crossing of Del Paso Road at the West Canal in North Natomas.	1	0	20	3	4	1	5	**34**
38	**42**	**1**	**Del Paso Rd at East Drain -** Provides Bike/Ped. Connection over Del Paso Rd at the East Drain Canal in North Natomas.	5	10	5	3	5	1	5	**34**
38	**37**	**1**	**West El Camino near Main Drain** - Provides Bike/Ped. crossing at West El Camino near Main Drain Canal	7	10	0	2	5	5	5	**34**
38	**28**	**1**	**Southern Pacific Railyards Underpass** - Provides Bike/Ped. expansion under Railroad mainline at SP Railyards site	14	5	5	5	1	1	3	**34**
42	**40**	**1,2**	**Del Paso Boulevard Bridge** - Provides a Bike/Ped Crossing of Del Paso Boulevard at the floodgates along the north bank of the American River Parkway.	11	5	0	2	4	5	5	**32**
42	**41**	**1**	**San Juan Crossing at West Canal** - Provides Bike/Ped. crossing of San Juan at the West Canal in North Natomas.	4	10	5	2	3	3	5	**32**
44	**38**	**1**	**West El Camino Ave at Ninos Parkway** - Provides Bike/Ped. bike trail crossing at West El Camino at Ninos Parkway (may be at-grade)	8	10	0	2	5	1	5	**31**

TABLE E-3

YEAR 2008 - BICYCLE SECTION - BIKE/PED BRIDGES

2008 RANK	2006 RANK	Council District	BIKE/PED BRIDGE PROJECTS	POPULATION	ACTIVITY CENTER SCORE	BARRIER ELIM.	CROSSING TYPE	ROW/COST	TRANSP SYSTEM	TRAVEL CONTINUITY	TOTAL
			Maximum Points in Scoring Category:	**20**	**20**	**40**	**5**	**5**	**5**	**5**	**100**
45	**44**	**1**	**Saint Hilarion Crossing at West Canal** - Provides Bike/Ped. crossing of Saint Hilarion Boulevard in North Natomas.	4	10	5	2	3	1	5	**30**
46	**45**	**1,2**	**Main Avenue Low Flow Bridge** - Provides a low flow bike/ped crossing of Steelhead Creek in the vicinity of Main Avenue Bridge.	4	0	10	5	4	1	3	**27**
46	**45**	**1**	**West Canal Crossing at El CentroRd -** Provides Bike/Ped. connection over West Canal at El Centro Rd in North Natomas.	3	0	10	5	3	1	5	**27**
48	**47**	**1**	**El Centro Rd at West Canal -** Provides Bike/Ped. crossing of El Centro Rd at the West Canal in North Natomas.	3	0	5	2	4	1	5	**20**

Figure E-1

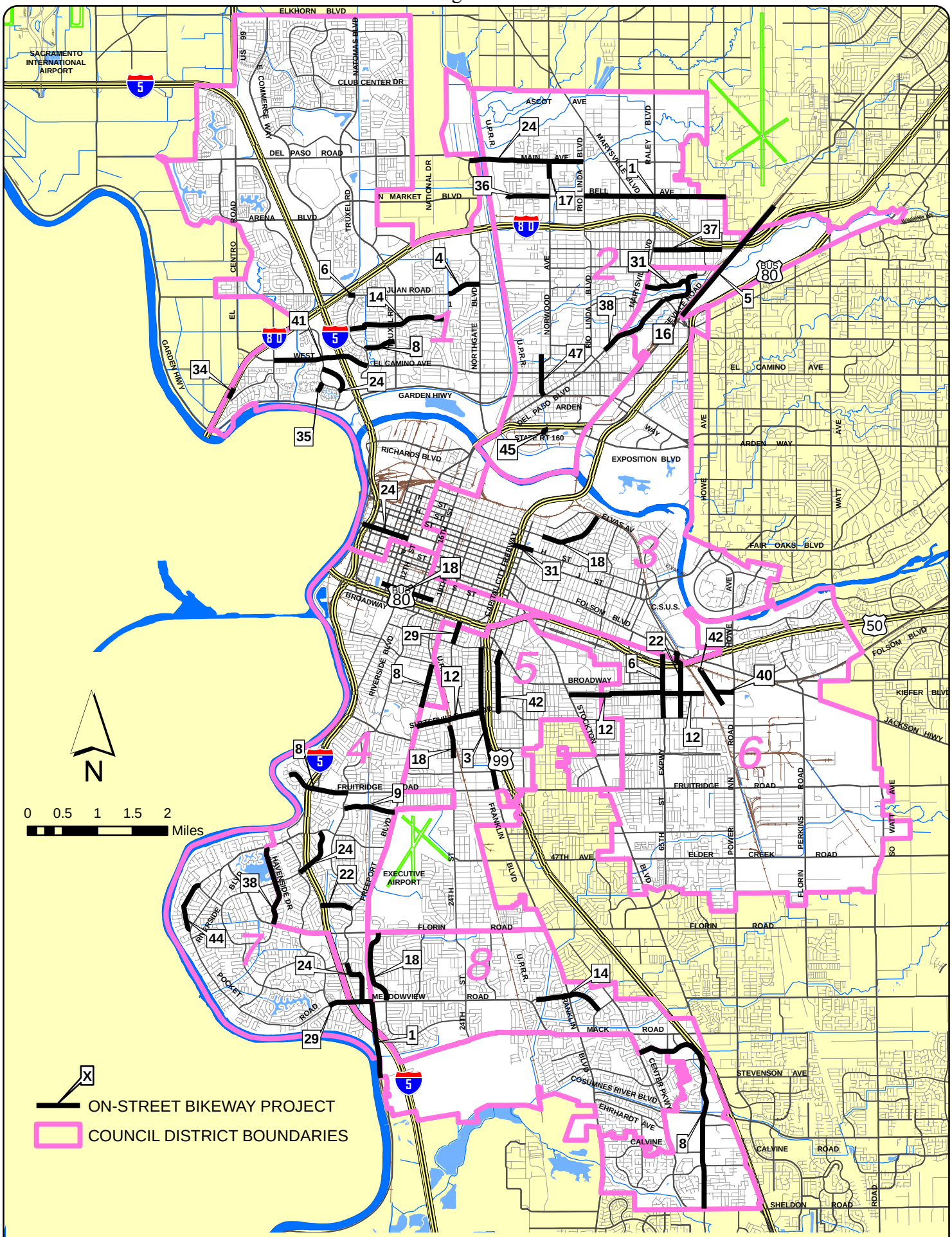

BICYCLE - ON-STREET
ON-STREET BIKEWAY PROJECT
COUNCIL DISTRICT BOUNDARIES
N
0 0.5 1 1.5 2 Miles
SACRAMENTO INTERNATIONAL AIRPORT
EXECUTIVE AIRPORT
ELKHORN BLVD
CLUB CENTER DR
DEL PASO ROAD
N MARKET BLVD
ARENA BLVD
JUAN ROAD
WEST EL CAMINO AVE
GARDEN HIWY
RICHARDS BLVD
BROADWAY
FOLSOM BLVD
EXPOSITION BLVD
ARDEN WAY
FAIR OAKS BLVD
FRUITRIDGE ROAD
MEADOWVIEW ROAD
FLORIN ROAD
MACK ROAD
STEVENSON AVE
CALVINE ROAD
SHELDON ROAD
ASCOT AVE
MAIN AVE
BELL AVE
EL CAMINO AVE
JACKSON HIWY
KIEFER BLVD
COSUMNES RIVER BLVD
EHRHARDT AVE
CENTER PKWY
ELDER CREEK ROAD
47TH AVE
STATE RT 160
C.S.U.S.

Figure E-2

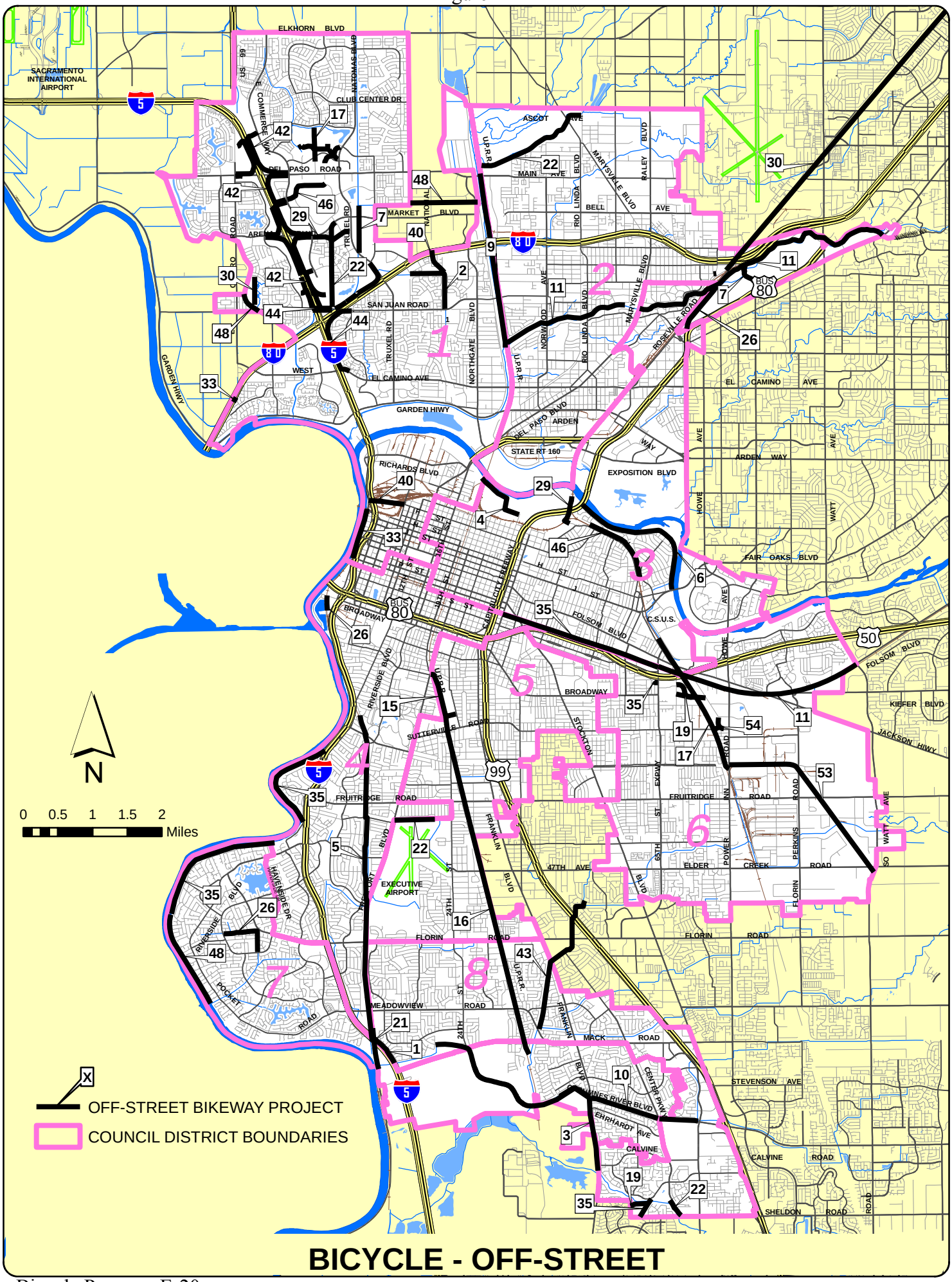
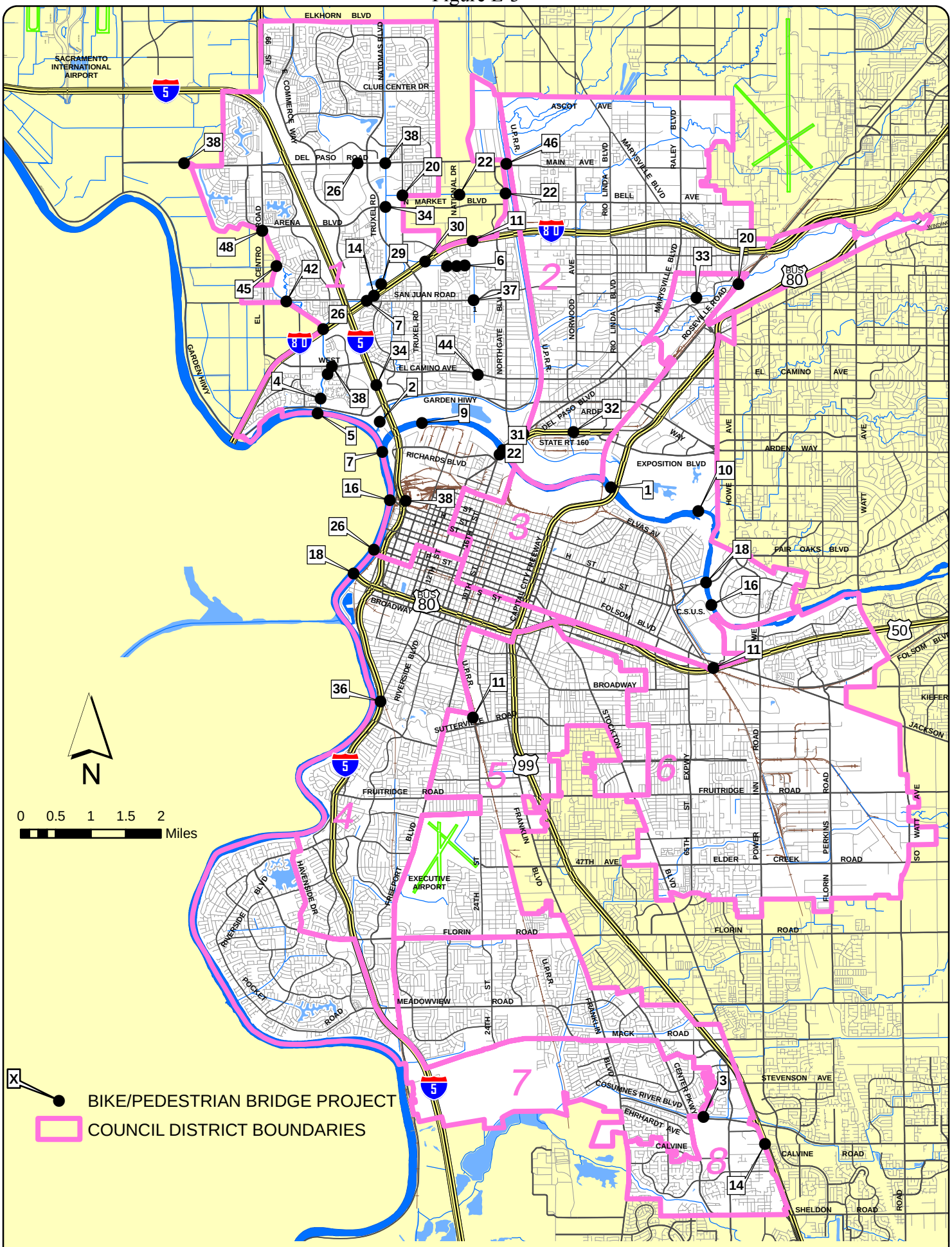

SACRAMENTO INTERNATIONAL AIRPORT
ELKHORN BLVD
CLUB CENTER DR
DEL PASO ROAD
MARKET BLVD
SAN JUAN ROAD
EL CAMINO AVE
GARDEN HIWY
RICHARDS BLVD
BROADWAY
FOLSOM BLVD
C.S.U.S.
EXPOSITION BLVD
ARDEN WAY
FAIR OAKS BLVD
FRUITRIDGE ROAD
EXECUTIVE AIRPORT
FLORIN ROAD
MEADOWVIEW ROAD
MACK ROAD
STEVENSON AVE
CALVINE ROAD
SHELDON ROAD
JACKSON HIWY
KIEFER BLVD
ELDER CREEK ROAD
ASCOT AVE
MAIN AVE
BELL AVE
MARYSVILLE BLVD
ROSEVILLE ROAD
STATE RT 160
SUTTERVILLE ROAD
RIVERSIDE BLVD
HAGGINWOOD DR
POCKET ROAD
EHRHARDT AVE
CALVINE
N
0 0.5 1 1.5 2 Miles
OFF-STREET BIKEWAY PROJECT
COUNCIL DISTRICT BOUNDARIES
BICYCLE - OFF-STREET

Figure E-3


BICYCLE - BIKE/PED BRIDGE PROJECTS
BIKE/PEDESTRIAN BRIDGE PROJECT
COUNCIL DISTRICT BOUNDARIES
N
0 0.5 1 1.5 2 Miles
SACRAMENTO INTERNATIONAL AIRPORT
EXECUTIVE AIRPORT
C.S.U.S.
ELKHORN BLVD
CLUB CENTER DR
DEL PASO ROAD
N MARKET BLVD
ARENA BLVD
SAN JUAN ROAD
EL CAMINO AVE
GARDEN HIWY
RICHARDS BLVD
STATE RT 160
EXPOSITION BLVD
ELVAS AV
FAIR OAKS BLVD
FOLSOM BLVD
BROADWAY
SUTTERVILLE ROAD
FRUITRIDGE ROAD
FLORIN ROAD
MEADOWVIEW ROAD
MACK ROAD
CALVINE ROAD
SHELDON ROAD
STEVENSON AVE
COSUMNES RIVER BLVD
EHRHARDT AVE
CAPITAL CITY FREEWAY
ASCOT AVE
MAIN AVE
BELL AVE
ARDEN WAY
ROSEVILLE ROAD
MARYSVILLE BLVD
NORTHGATE BLVD
TRUXEL RD
NATOMAS BLVD
COMMERCE WAY
EL CENTRO ROAD
RIVERSIDE BLVD
HAVENSIDE DR
POCKET ROAD
FRANKLIN BLVD
STOCKTON BLVD
FOLSOM BLVD
JACKSON
KIEFER
WATT AVE
HOWE AVE
POWER INN ROAD
CENTER PKWY
FLORIN PERKINS ROAD
ELDER CREEK ROAD
47TH AVE
65TH ST
24TH ST
16TH ST
12TH ST
10TH ST
H ST
J ST
U.P.R.R.
5
80
99
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1
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8

BRIDGE REPLACEMENT AND REHABILITATION PROGRAM

INTRODUCTION

An integral element of the City's transportation infrastructure is a network of bridges designed to carry vehicular, railroad, light rail, pedestrian, and bicycle traffic across approximately 30 canals and waterways in Sacramento. These bridges enable essential activities, such as commerce, transportation and emergency services to take place in an efficient and economical manner.

There are 153 bridges within the City limits. Of these, 112 are primarily vehicular bridges, 9 are railroad bridges, and the remaining 32 are bikeway and pedestrian bridges.

Routine maintenance of the City's bridges is performed by City operations and maintenance staff. Maintenance tasks are identified through a combination of visual inspections performed by City staff and more in-depth, formal, inspections performed under the direction of Caltrans staff. The results of the Caltrans inspections are forwarded to the City for information and, when appropriate, corrective action is taken.

Since the majority of the City's bridges are constructed of reinforced concrete, which requires little or no maintenance, structure upkeep costs are minimal. However, the cost for capital improvement projects needed to upgrade or replace existing structures represents a continuing major investment in the City's bridge infrastructure.

The City's bridge replacement and rehabilitation program was designed to identify and prioritize needed improvements to the City's existing bridge inventory. (New bridge construction projects are prioritized along with major street projects since they are integral to new roadways.) Rehabilitation projects can consist of large-scale maintenance projects (such as the painting of steel structures) or repairing and upgrading the structural, service, and functional elements of an existing structure. Typically, if the cost of the needed improvements is greater than fifty percent (50%) of the cost of a new structure, and the remaining life expectancy of the existing structure is short, the structure is considered eligible for replacement.

GOAL AND POLICIES

The Bridge Replacement and Rehabilitation Program is consistent with the following City of Sacramento General Plan (adopted January 19, 1988, reflects City Council Amendments through September 2000) goal and policies:

Goal:

1. Provide the necessary infrastructure to link the City's existing transportation network across natural and other physical barriers in a safe, efficient, and economical manner.

Policies:

- Identify and prioritize candidate bridge replacement and rehabilitation projects, taking into account safety, service, and life-cycle costs.

- Plan and develop improvements to the City's existing bridge infrastructure in a coordinated manner with other public agencies in order to meet the program goal on a regional basis.

- Plan and develop improvements to the City's existing bridge infrastructure in a way that recognizes and addresses the need for a multi-modal transportation system.

- Continue to develop a comprehensive bridge infrastructure inventory and maintenance program.

PROJECT LIST DEVELOPMENT

Eligibility Criteria

The Sufficiency Rating assigned by Caltrans is a numeric value that indicates the sufficiency of a bridge to remain in service. Sufficiency Ratings range from zero to 100, with zero representing an entirely insufficient or deficient bridge, and 100 representing an entirely sufficient bridge. Structures that are assigned a Sufficiency Rating of 80 or less are considered eligible for replacement or rehabilitation.

Project Identification

Caltrans inspects and assigns Sufficiency Ratings to all structures in the City's inventory which carry vehicular traffic or cross a route carrying vehicular traffic and are a minimum of 20 feet in length. Sufficiency Ratings are established by using federal bridge inspection and appraisal guidelines, and represent a weighted analysis of a bridges structural adequacy and safety, serviceability and functional obsolescence, and essentialness for public use. In addition to the sufficiency rating, Caltrans assigns a status flag indicating whether a bridge is Structurally Deficient (SD) or Functionally Obsolete (FO) The SD/FO status of a bridge is determined through the results of the structural inspections and appraisals performed by Caltrans in accordance with item 9 of the Federal - Aid Policy Guide for Title 23, CFR 650.

Candidate bridge replacement and rehabilitation projects are identified by reviewing the Sufficiency Ratings and the SD/FO Status Flags assigned to the structures by Caltrans. City bridges that are not inspected by Caltrans are reviewed periodically and, if known deficiencies exist, are added to the candidate list. All of the bridges in the Year 2005 Transportation Programming Guide are inspected by Caltrans.

PROJECT RANKING PROCESS

Eligible projects are ranked in order of priority based on a deficiency rating system. The higher the total deficiency points assigned to a candidate project, the higher the project is ranked on the list. The ranking consists of assigning deficiency points to each of three major categories. The three categories and their weighting with respect to a maximum deficiency point total of 100 are listed below:

1. Structural Deficiency ..... (Max. Points: 50)

Points = 50 (If the Sufficiency Rating ≤ 50 and the structure is flagged as Structurally Deficient (SD) or Functionally Obsolete (FO).
Points = 25 (If the Sufficiency Rating ≤ 80 and the structure is flagged as Structurally Deficient (SD) or Functionally Obsolete (FO).

Bridges rated Structurally Deficient (SD) or Functionally Obsolete (FO) with a Sufficiency Rating (SR) ≤ 50 are eligible candidates for replacement under the State of California, Highway Bridge Replacement and Rehabilitation Program (HBRRP). Bridges rated Structurally Deficient (SD) or Functionally Obsolete (FO) with a Sufficiency Rating (SR) ≤ 80 are eligible for rehabilitation under this program.

2. Service Deficiency ..... (Max. Points: 20)

The service deficiency of a bridge is determined by comparing the type of facilities it provides to those which are desired. The three types of facilities considered are vehicular, bicycle, and pedestrian. The cumulative score in the service deficiency category has a range from 0 to 20, with 20 reflecting a high degree of deficiency.

Vehicular Facilities *(Max. Points: 10)*

Points = 10 (If V/C > 0.8 (below Level of Service C))
Points = 0 (If V/C ≤ 0.8 (Level of Service C or better))

Service deficiencies in the vehicular facilities of a structure are determined by evaluating the volume to capacity ratio (V/C) of the roadway segment between the two intersections nearest to the structure.

Bicycle Facilities *(Max. Points: 10)*

Points = 10 (If Class II Bike routes[1] have a gap across or are detoured around the bridge)

A gap across the structure exists when bike lanes on either the structure and its approaches are absent for an existing Class II Bike route. A gap also exists if the travel

1 A Class II Bike route is an on-street route with striped bike lanes.

lane closest to the curb is less than 15 feet for bridges that are not included in the 2010 Bikeway Master Plan (BMP).

Pedestrian Facilities *(Max. Points: 10)*

Points = 10 (If there are sidewalk gaps across the bridge)

A gap across the structure exists if sidewalks are absent from the structure or its approaches in either direction of travel.

3. Functional Deficiency ..... (Max. Points: 30)

The functional deficiency of a bridge is determined by evaluating the adequacy of its facilities. The factors used to determine and rate functional deficiency are summarized below.

Accident Rate *(Max. Points: 10)*

The accident rate of the bridge is compared to the highest accident rate of all the bridges being evaluated. The accident rate used is the average rate for the three latest years for which accident data is available. Points are assigned as follows:

$$\frac{\text{3 Year Average Accident Rate}^{2} \text{ of Project}}{\text{Highest Accident Rate of Projects Considered}} \times 10 = \underline{\qquad\qquad}$$

Deck Geometry *(Max. Points: 10)*

The deck geometry adequacy is evaluated based on the geometric features of a structure with respect to minimum vehicle lane width, bike lane width, sidewalk width, and horizontal and vertical clearances[3.] Deficiency points are assigned to a structure that does not meet certain minimum criteria, as follows:

- 1 point per foot short for each vehicle lane width less than 11 feet
- 2 points per foot short for each bike lane less than 5 feet
- 2 points per foot short for each sidewalk width less than 4 feet
- 1 point per foot short of horizontal clearance less than 3 feet
- 1 point per inch short of overhead clearance less than 14 feet

Deficiency points are totaled for each structure and normalized, as follows:

Points = (point total of project/highest point total of all candidate projects) x 10

Waterway Adequacy *(Max. Points: 10)*

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2 The accident Rate is the annual number of accidents per 1 million vehicle miles. Accident Rate = Accidents x 10^6/ (ADT x segment miles x 365)

3 Horizontal clearance is measured from the edge of the travel lane to the nearest obstruction, such as an abutment, column, or bridge rail.

Points = 10 (If bridge has a score ≤ 3 for Caltrans Item 71)
Points = 0 (If bridge has a score > 3 for Caltrans Item 71)

The Waterway Adequacy (Caltrans Item 71) is based on the frequency of floodwater overtopping the structure and approaches, and the significance of the resulting traffic delays. The Waterway Adequacy appraisal rating is reported on a scale of 0 (bridge closed) to 9 (superior to present desirable criteria). The City's rating system assigns waterway adequacy points to only those structures with a code of 3 (requiring high priority of corrective action) or less.

SUMMARY

Table F-1 presents the final point total and relative deficiency ranking for all thirty-seven bridge rehabilitation and replacement projects, along with the ratings given for each of the three major evaluation categories. The table also lists the identified deficiencies for each structure. Figure F-1 depicts the approximate location of each of the thirty-four bridge projects.

Three new projects were added to the list:

- Franklin Boulevard @ Union House Creek.
- Wyndham Drive @ Union House Creek.
- Center Parkway @ Elder Creek.

There were a total of six projects deleted from the list:

- El Camino Avenue @ Natomas E. Main Drain Canal - Project Funded.
- Watt Avenue @ Arcade Creek - Not in City.
- Florin Road Frontage @ Anderson Drain – Sufficiency Rating is greater than 80; the bridge is not structurally deficient or functionally obsolete.
- Elder Creek Road @ Morrison Creek - Sufficiency Rating is greater than 80; the bridge is not structurally deficient or functionally obsolete.
- Rio Linda Boulevard @ Hagginwood Creek - Sufficiency Rating is greater than 80; the bridge is not structurally deficient or functionally obsolete.
- Franklin Boulevard @ North Fork Elder Creek - Sufficiency Rating is greater than 80; the bridge is not structurally deficient or functionally obsolete.

TABLE F-1

YEAR 2006 - BRIDGE PROJECTS

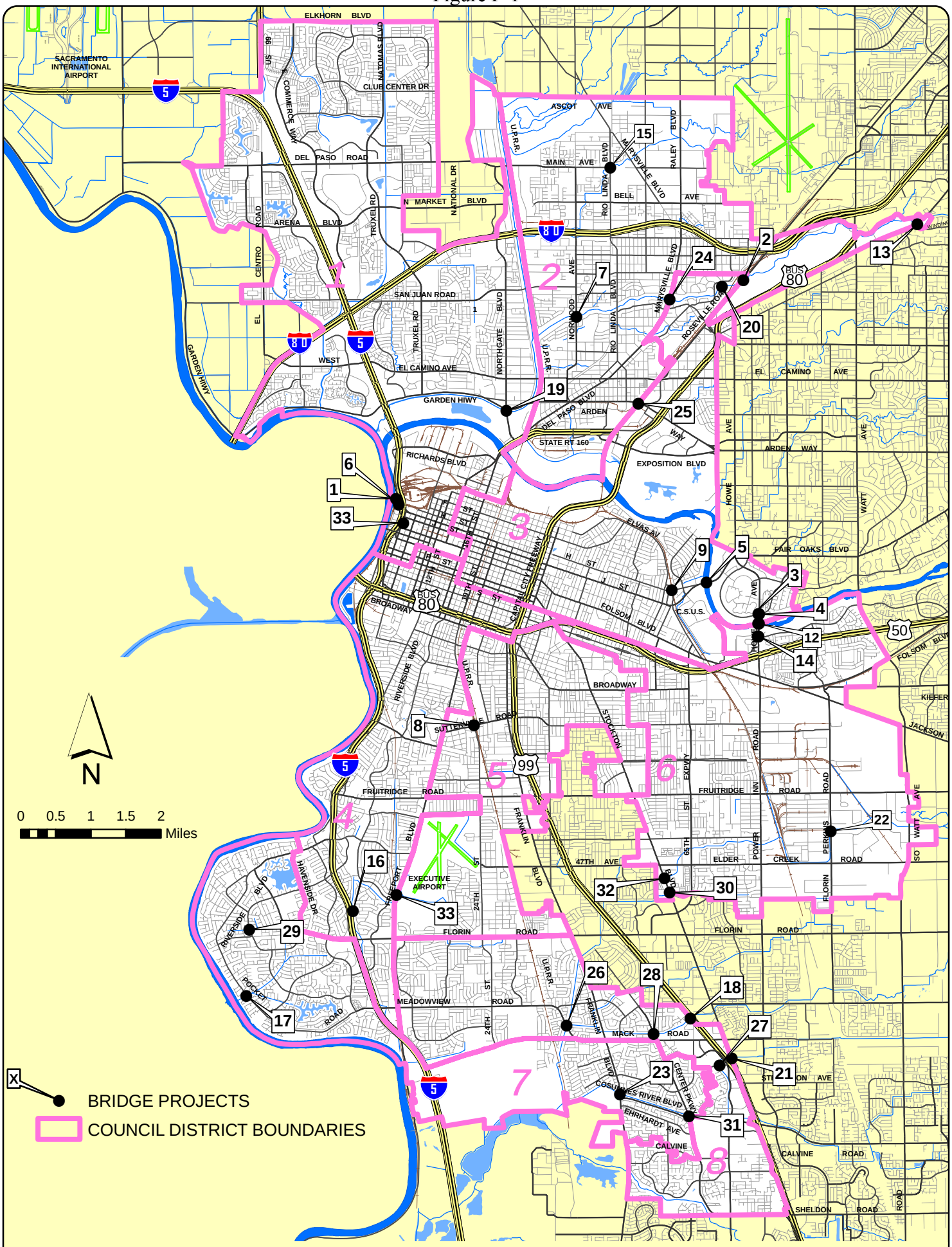
2008 Rank	2006 Rank	Council District	Bridge No.	Bridge Name	SD/FO FLAG	Sufficiency Rating	Structural Deficiency Score	Service Deficiency Score	Functional Deficiency Score	Deficiency Total
							50	20	30	100
1	1	1	24C0006	JIBBOOM ST @ UP RR YARD	SD	47.8	50	20	10.0	**80.0**
2	2	2	24C0003	ROSEVILLE RD @ ARCADE CREEK	SD	42	50	20	5.6	**75.6**
3	22	3	24C0143R	HOWE AVE @ UNIVERSITY AVE (Northbound)	SD	18	50	10	3.6	**63.6**
4	8	3	24C0143L	HOWE AVE @ UNIVERSITY AVE (Southbound)	SD	17	50	10	3.5	**63.5**
5	4	3	24C0076	H STREET @ AMERICAN RIVER	FO	58	25	20	10.9	**55.9**
6	6	1	24C0364L	I STREET @ I STREET VIADUCT	SD	63.1	25	10	13.6	**48.6**
7	5	2	24C0080	NORWOOD AVE @ ARCADE CREEK	SD	72.4	25	20	2.4	**47.4**
8	12	5	24C0300	SUTTERVILLE ROAD @ UP RR, BNSF RY & 24TH ST	SD	78.7	25	20	1.6	**46.6**
9	18	3	24C0069	ELVAS AVE @ H ST	FO	78.5	25	10	5.1	**40.1**
10	23	3,6	24C0107R	HOWE AVE @ AMERICAN RIVER (Northbound)	SD	65	25	10	3.8	**38.8**
11	10	6	24C0142R	HOWE AVE @ LA RIVIERA DR (Northbound)	FO	54	25	10	3.6	**38.6**
12	21	3,6	24C0107L	HOWE AVE @ AMERICAN RIVER (Southbound)	SD	54	25	10	3.2	**38.2**
13	11	2	24C0081	AUBURN BLVD @ ARCADE CREEK	FO	53.8	25	10	3.0	**38.0**
14	9	6	24C0142L	HOWE AVE @ LA RIVIERA DR (Southbound)	FO	52	25	10	2.9	**37.9**
15	7	2	24C0129	RIO LINDA BLVD @ MAGPIE CREEK	FO	67.2	25	10	0.9	**35.9**
16	13	4	24C0289	56TH AVE @ SOUTH SACRAMENTO DRAIN	SD	72.5	25	10	0.0	**35.0**
17	14	7	24C0122	POCKET RD @ DOUGLAS DRAIN	SD	66.4	25	0	0.0	**25.0**
18	16	8	24C0093	LA MANCHA WAY @ ELDER CREEK		74.5	0	20	3.7	**23.7**
19	17	1	24C0099	NORTHGATE BLVD @ NATOMAS E MAIN DRN CANAL		78	0	10	13.0	**23.0**
20	15	3	24C0254	VERANO ST @ ARCADE CREEK		79.5	0	10	11.3	**21.3**
21	24	8	24C0091	STOCKTON BLVD @ UNION HOUSE CREEK		63.2	0	10	1.6	**11.6**
22	26	6	24C0118	FLORIN PERKINS RD @ MORRISON CREEK		67.7	0	10	1.2	**11.2**
23	New	7	24C0521	FRANKLIN BLVD @ UNION HOUSE CREEK	SD	93.8	0	10	0.9	**10.9**
24	28	2,3	24C0253	MARYSVILLE BLVD @ ARCADE CREEK	SD	87.5	0	10	0.7	**10.7**
25	25	2,3	24C0353	ARDEN WAY @ UP,BNSF,AMTRAK,SCRTD LRT		78.6	0	10	0.6	**10.6**
26	26	8	24C0252	MACK ROAD @ MORRISON CREEK	SD	94.6	0	10	0.2	**10.2**
27	New	8	24C0294	WYNDHAM DRIVE @ UNION HOUSE CREEK	SD	94.8	0	0	6.7	**6.7**
28	New	8	24C0219L	CENTER PARKWAY @ ELDER CREEK	SD	86.8	0	0	5.0	**5.0**

TABLE F-1

YEAR 2006 - BRIDGE PROJECTS

2008 Rank	2006 Rank	Council District	Bridge No.	Bridge Name	SD/FO FLAG	Sufficiency Rating	Structural Deficiency Score	Service Deficiency Score	Functional Deficiency Score	Deficiency Total
							50	**20**	**30**	**100**
29	**35**	**7**	24C0292	GLORIA DRIVE @ MAIN CANAL	SD	89.4	0	0	2.5	**2.5**
30	**32**	**6**	24C0096	STOCKTON BLVD @ MORRISON CREEK TRIBUTARY		78.4	0	0	2.4	**2.4**
31	**32**	**7,8**	24C0299	CENTER PARKWAY @ STRAWBERRY CREEK	SD	93.5	0	0	1.7	**1.7**
32	**32**	**6**	24C0097	STOCKTON BLVD @ MORRISON CREEK		79.3	0	0	1.2	**1.2**
33	**30**	**5**	24C0295	EXECTVE AIRPT RD @ EXECUTIVE DRAIN		60.6	0	0	0.0	**0.0**
33	**37**	**1**	24CO378	K STREET @ K STREET AT HOLIDAY GARAGE		78.9	0	0	0.0	**0.0**

Figure F-1


BRIDGE PROJECTS
BRIDGE PROJECTS
COUNCIL DISTRICT BOUNDARIES
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SACRAMENTO INTERNATIONAL AIRPORT
EXECUTIVE AIRPORT
ELKHORN BLVD
CLUB CENTER DR
DEL PASO ROAD
N MARKET BLVD
ARENA BLVD
SAN JUAN ROAD
EL CAMINO AVE
GARDEN HIWY
RICHARDS BLVD
BROADWAY
FOLSOM BLVD
FRUITRIDGE ROAD
FLORIN ROAD
MEADOWVIEW ROAD
CALVINE ROAD
SHELDON ROAD
EXPOSITION BLVD
STATE RT 160
ARDEN WAY
FAIR OAKS BLVD
ELDER CREEK ROAD
EHRHARDT AVE
COSUMNES RIVER BLVD
MAIN AVE
BELL AVE
ASCOT AVE
MARYSVILLE BLVD
ROSEVILLE ROAD
NORTHGATE BLVD
NORWOOD AVE
RIO LINDA BLVD
TRUXEL RD
NATIONAL DR
NATOMAS BLVD
COMMERCE WAY
CENTRO ROAD
EL CAMINO AVE
GARDEN HIWY
SUTTER ROAD
RIVERSIDE BLVD
HAVENSIDE DR
POCKET ROAD
FRANKLIN BLVD
STOCKTON BLVD
FOLSOM BLVD
JACKSON
KIEFER
WATT AVE
HOWE AVE
POWER INN ROAD
PERKINS ROAD
FLORIN ROAD
CAPITAL CITY FREEWAY
U.P.R.R.
C.S.U.S.
47TH AVE
65TH ST
24TH ST
12TH ST
16TH ST
BELL ST
H ST
J ST
S ST
ELVAS AV
CENTER PKWY
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STREETSCAPE ENHANCEMENT PROGRAM

INTRODUCTION

Corridor Landscaping

In 1987, the City Council adopted a policy of landscaping public right-of-way areas including street medians, curbside planter strips, embankments, surplus right-of-way, and setback areas, as new streets are constructed. Prior to that time, landscaping was not routinely planted at the time streets were constructed or widened. Consequently, there are existing areas within the right-of-way that are not landscaped, most of which are medians. There are also many streets in the city where medians were not constructed as part of the original roadway.

To improve both the aesthetics and the travel experience on the City's streets, the City of Sacramento formally established the Streetscape Enhancement Program in FY 99/00. The program will fund the planning, engineering, and construction of landscaped medians, curbside planter strips, and gateway features on the City's commercial and neighborhood corridors. The Streetscape Enhancements Program includes two sections:

1. Commercial Corridors
2. Other Corridors

The Streetscape Enhancement section of the Transportation Programming Guide will define the two program elements listed above, identify current streetscape projects and future needs, define eligible enhancements, present criteria for prioritizing projects, present the scoring and ranking process, and establish a priority list of projects for the enhancement programs.

In May 2000, City Council adopted streetscape standards for new right-of-way landscaping. The City also has design guideline practices for new street lighting.

GOALS AND POLICIES

The Streetscape Enhancement Program is consistent with the following City of Sacramento General Plan (adopted January 19, 1988, reflects City Council Amendments through September 2000) goals and policies:

Goal:

Create a street system, which will ensure the safe and efficient movement of people and goods within and through communities and to other areas in the City and region.

Policies:

- Update the City's street design standards.

  New street standards were approved by City Council on February 24, 2004. The street standards include medians and curbside planter strips for implementation on specific street classifications that have adequate right-of-way. The street

standards provide design policy for implementation of the Streetscape Enhancement Program.

- Explore actions, which allow for the prioritization, planning and construction of new facilities.

- Through the community, specific and redevelopment planning process, identify major street improvements for inclusion in the Capital Improvement Program.

Goal:

Maintain the quality of the City's street system.

Policies:

- Continue to identify streets that are in need of major upgrading and develop a priority listing for their inclusion in the Capital Improvements Program.

- Target street improvements to areas that are in identified revitalization areas.

The Streetscape Enhancement Program is also consistent with the following City of Sacramento Economic Development Strategy approved by City Council in April, 2000, which established a framework for determining economic development priorities

Policies:

- Strengthen the linkages between healthy neighborhoods and viable neighborhood commercial corridors.

- Improve the coordination of human and financial resources to maximize economic growth.

The Streetscape Enhancement Program is consistent with the following City of Sacramento Strategic Plan goals:

Goals:

1. Improve and expand public safety

Policy:

The Streetscape Enhancement Program supports public safety by prioritizing projects that will improve the safety of pedestrians.

2. Achieve Sustainability and Enhance Livability

Policy:

The Streetscape Enhancement Program supports sustainability and enhanced livability by prioritizing projects that enhance the experience and comfort of pedestrians and encourage walking as a means of transportation.

3. Expand economic development throughout the City

Policy:

The Streetscape Enhancement Program supports expansion of economic development throughout the City by prioritizing projects that improve aesthetics along identified commercial corridors and other corridors.

The Council has established the following program goals:

4. To improve the safety and convenience of pedestrians and bicyclists; and
5. To construct and maintain equitably distributed street landscaping throughout the City.

COMMERCIAL CORRIDOR PROGRAM

The eligible commercial corridors are those identified in the Economic Development Strategy Framework, approved by the City Council in April 2000. The following corridors, within the identified boundaries, are eligible for the Streetscape Enhancement Commercial Corridor program:

1. 12th Street (UPRR to I Street)
2. 16th Street (Elvas to Broadway)
3. 65th Street
4. Broadway West (Miller Park to Alhambra)
5. Broadway East (Alhambra to Stockton Boulevard)
6. Del Paso Boulevard (Acoma to Marysville Boulevard)
7. Florin Road (Franklin Boulevard to 24th Street)
8. Folsom Boulevard West (Alhambra to UPRR Overcrossing)
9. Folsom Boulevard East(UPRR Overcrossing to Watt Avenue)
10. Franklin Boulevard (Sutterville to Fruitridge)
11. Freeport Boulevard (2nd Avenue to City Limits, excluding William Land Park)
12. Fruitridge Road (65th Street to Power Inn Road)
13. Mack Road (Center Parkway to Highway 99)
14. Marysville Boulevard (Roanoake Avenue to Arcade Creek)
15. Midtown (16th to 29th Street, J to L Streets)
16. Northgate Boulevard (Garden Highway to I-80)
17. R Street Corridor (3rd Street to 17th Street)
18. Richards Boulevard (12th Street to Jibboom Street)
19. Stockton Boulevard (X Street to Riza Avenue)

Eligible Enhancements

The following improvements may be considered under the Commercial Corridors Program:

- In-fill street lighting to satisfy design guideline practices (lighting above the design guideline practices is to be paid for by property owners)
- New landscaped medians
- Landscaping existing medians
- New curbside planter strips
- Landscaping existing planter strips
- Irrigation for landscaping
- Sidewalks where missing or lacking adequate width
- Bicycle lane striping and signage where consistent with Bicycle Master Plan (on-street bicycle funding will be primary funding source)
- Stamped crosswalks or other types of crosswalk delineation
- Pedestrian bulbs
- Signage/banners
- Trash receptacles/enclosures

OTHER CORRIDOR PROGRAM

The corridors eligible for streetscape enhancement under the Other Corridors program include all the streets that are not identified in the Economic Development Strategy Framework. Landscaped medians and curbside planter strips are included on streets that have cross sections consistent with the City of Sacramento's adopted Street Standards.

Eligible Enhancements

The following improvements may be considered under the Other Corridors Program:

- In-fill street lighting to satisfy design guideline practices (lighting above the design guideline practices is to be paid for by property owners)
- New landscaped medians
- Landscaping existing medians
- New curbside planter strips
- Landscaping existing curbside planter strips
- Irrigation for landscaping
- Sidewalks where missing or lacking adequate width
- Bicycle lane striping and signage where consistent with Bicycle Master Plan (on-street bicycle funding will be primary funding source)
- Stamped crosswalks or other types of crosswalk delineation
- Pedestrian bulbs
- Signage/banners
- Trash receptacles/enclosures

PROJECT RANKING PROCESS

1. Project Readiness (scoring is not cumulative)..... (Max. Points: 20)

Scoring based on current project phase at time all projects are scored and ranked. Points given for highest project phase, phases are not cumulative. Master Plans and Urban Design Plans are complete when they have been accepted by City Council.

Project phase	Assigned points
Construction documents complete	20
Construction documents in progress	17
Master Plan complete	14
Master Plan in progress	11
Urban Design Plan complete	8
Urban Design Plan in progress	5

2. Traffic volume.. ..... (Max. Points: 10)

Many of the older commercial corridors were designed to move traffic volumes, without consideration for aesthetics or pedestrian comfort. Streetscape enhancements will provide traffic calming benefits, improve the pedestrian experience, and bring more foot traffic to local businesses. Scoring is based on average daily traffic (ADT) measured for the length of the corridor. Streets with the highest traffic volumes receive the highest points.

Average Daily Traffic (vehicles/day)	Assigned points
40,000+	10
35,000+	9
Average Daily Traffic (vehicles/day)	Assigned points
30,000+	7
25,000+	6
20,000+	4
15,000+	3
10,000+	1

3. Economic Development ..... (Max. Points: 15)

- Is the project within the Economic Development Strategy?:
  - Is the project located within one of the twenty-seven (27) Key Development Opportunity Areas or Sites?
  - Is the project located in either the Merged Downtown or SP/Richards Redevelopment Area?

  If Yes on any of the above (10 points) _____

- Is the project located in a Business Improvement District (BID) or Property-Based Improvement District (PBID)?

  _____Yes (5 points) _____No (0 points)

4. Infill Development.....(Max. Points: 15)

Is the project in one of the Infill Areas as defined in the City of Sacramento Infill Strategy adopted on May 14, 2002?:

Target Residential
Central City Area
Transit Station Area

If Yes on any of the above (10 points) _____

Note: Neighborhood Commercial Corridors Infill Areas are not included in this criterion since this section includes only projects that are on these corridors.

Is the project in a City Redevelopment Area excluding the Merged Downtown or SP/Richards Area or in a Community Development Block Grant eligible area?
Yes (5 points) _____No (0 points)_____

5. Current Appearance ..... (Max. Points: 10)

Priority is given to streets that have existing medians or planter areas that need to be landscaped and irrigated over those that do not have existing medians or planter areas. More enhancements can be achieved with a lower investment on those streets that need only landscaping and irrigation. Scoring is based on the predominant condition observed for the length of the corridor.

Current condition	Assigned points
Existing median or curbside planter – not landscaped	*10*
Existing median or curbside planter – landscaping in poor condition	7
No existing median or curbside planter or concrete median	3

6. Linkage to Activity Centers ..... (Max. Points: 15)

Points are assigned for projects that are adjacent to, or provide access to, activity centers:

Activity Center	Points
Public Colleges/Universities	8 per facility
Schools/Parks/Libraries/Community Centers	4 per facility
Commercial Centers	4 per center
Employment Centers	4 per 100 employees
High Density Residential	4 per site

7. Bicycle, Pedestrian, and Transit .....(Max. Points: 15)

5 points given if there has been a collision involving a pedestrian during the previous three years along the street segment being evaluated

5 points given for streets identified as a designated Class 2 or 3 bikeway (existing or proposed) in the City/County Bikeway Master Plan

5 points given if the project is on a bus route

5 points given if the project is within ½ mile of a LRT or other commuter rail station platform

SUMMARY

Commercial Corridors

One new project was added - Florin Road from 24th Street to the City Limits

R Street Corridor Project was re-defined into two projects: R Street from 10th Street to 13th Street (this portion is to be constructed starting in Summer, 2008) and R Street from 16th Street to 18th Street (this project is currently in preliminary design) .

No projects were deleted.

Other Corridors

Two new projects were added:

- I Street from 2nd Street to 5th Street - I Street Gateway to Old Sacramento
- 65th Street (east side) south of Fruitridge Road by Life Avenue

Redding Avenue from San Joaquin to Q Street was re-defined into two projects: Redding Avenue from 4th Avenue to Q Street (this portion is currently in design) and Redding Avenue from San Joaquin Street to 4th Avenue.

No projects were deleted.

Table G-1 presents the final point total and ranking of the eighteen commercial corridors, streetscape enhancement projects. Figure G-1 shows the approximate location of these projects.

Table G-2 presents the final point total and ranking of the thirty-six other corridor streetscape enhancement projects. Figure G-2 shows the approximate locations of the projects.

TABLE G-1

YEAR 2008 - STREETSCAPE ENHANCEMENTS
COMMERCIAL CORRIDORS

2008 Rank	2006 Rank	Council District	Project Name	Status	Project Readiness Score	Volume Score	Econ. Dev. Score	Infill Score	Current Condition Score	Activity Center Score	Bike, Ped & Transit	Total Score
			Maximum Points in Scoring Catagory:		**20**	**10**	**15**	**15**	**10**	**15**	**15**	**100**
1	**1**	**6**	Folsom Blvd (Howe Ave - Watt Ave)	Master Plan Complete	14	10	15	10	3	15	15	**82**
2	**3**	**4**	Broadway (Miller Park to Alhambra Blvd)	Urban Design Complete	8	4	15	15	3	15	15	**75**
3	**3**	**2**	Del Paso Blvd Phase II(Hwy 160 to Arden Way)	Master Plan in Progress	11	1	15	15	7	8	15	**72**
3	**5**	**1**	Northgate Blvd (Garden Highway to Rosin Ct)	Master Plan Complete	14	6	0	15	7	15	15	**72**
5	**5**	**5**	Franklin Blvd (Sutterville Rd to Florin Rd)	Master Plan Complete	14	3	5	15	3	12	15	**67**
6	**8**	**5**	Broadway (37th Ave to Stockton Blvd)	Construction Docs in Progress	17	3	0	15	3	12	15	**65**
6	**9**	**6**	Fruitridge Rd, 65th St to Power Inn Rd	Construction Docs in Progress	17	3	0	15	3	12	15	**65**
8	**2**	**3,6**	65th St (Folsom Blvd to Broadway)		0	9	10	10	3	15	15	**62**
8	**12**	**4,5,8**	Freeport Blvd (Broadway to I-5)	Master Plan Complete	14	6	0	5	7	15	15	**62**
8	**13**	**2**	Marysville Blvd Phase III and IV (Arcade Creek to I-80)	Master Plan in Progress	11	6	0	15	3	12	15	**62**
11	**10**	**1**	Richards Blvd (16th St to Jibboom St)		0	3	15	10	3	15	15	**61**
11	**New**	**5,8**	Florin Rd, 24th St to City Limits	Master Plan in Progress	11	9	0	15	3	8	15	**61**
13	**10**	**1,3,4**	16 St (C St to Broadway)	Urban Design Complete	8	4	0	15	7	15	10	**59**
14	**7**	**4**	R St Corridor, 16th St to 18th St	Construction Docs in Progress	17	0	10	10	3	8	5	**53**
15	**7**	**4**	R St Corridor, 10th St to 13th St	Construction Docs Complete	20	0	10	10	3	4	5	**52**
16	**14**	**1**	12th St/Alkali Flat		0	1	10	15	7	8	10	**51**
17	**15**	**3,6**	Folsom Blvd (33rd St to Howe Ave)		0	4	10	0	3	15	15	**47**
18	**16**	**4**	15th & 16th St (between W/X Freeway to Broadway)		0	4	0	5	7	8	15	**39**

"New" Indicates new project added this year.

TABLE G-2

YEAR 2008 - STREETSCAPE ENHANCEMENTS - OTHER CORRIDORS

2008 Rank	2006 Rank	Council District	Project Name	Status	Project Readiness Score	Volume Score	Econ. Dev. Score	Infill Score	Current Condition Score	Activity Center Score	Bike/Ped & Transit Score	Total Score
				Maximum Points in Scoring Category:	**20**	**10**	**15**	**15**	**10**	**15**	**15**	**100**
1	**1**	**8**	Meadowview Rd, Freeport to Mack and 24th St, Florin to Meadowview Rd	Master Plan in Progress	11	9	10	15	3	15	15	**78**
2	**8**	**6**	Power Inn Rd (Hwy 50 - City Limits)		0	6	15	15	3	15	15	**69**
3	**2**	**6**	Redding Ave, 4th Ave to Q St	Construction Docs in Progress	17	0	15	15	3	12	5	**67**
4	**4**	**1,3**	North 12th St and North 16th St, C St to American River	Master Plan Complete	14	10	5	15	3	4	15	**66**
5	**3**	**5,8**	Florin Rd (21st St to Freeport Blvd)	Construction Docs Complete	20	7	0	10	3	8	15	**63**
6	**12**	**5**	Martin Luther King Jr Blvd, Broadway to Fruitridge Road	Master Plan in Progress	11	1	0	15	3	15	15	**60**
7	**New**	**1**	I Street, 2nd St to 5th St, I Street Old Sac Gateway		0	0	15	10	3	15	15	**58**
7	**6**	**1**	Capitol Mall Streetscape Improvements		0	1	15	10	7	15	10	**58**
9	**6**	**5**	24th St, 50th Ave to 57th Ave		0	4	0	15	10	12	15	**56**
10	**5**	**8**	Mack Rd/Brookfield Dr/Meadowview Rd at Future LRT		0	7	10	15	7	0	15	**54**
11	**10**	**5**	Fruitridge Rd (SR 99 to 24th St)	Master Plan Complete	14	6	0	15	3	0	15	**53**
11	**12**	**2**	Norwood Ave (Fairbanks Ave to Main Ave)		0	10	0	15	3	15	10	**53**
13	**11**	**6**	65th St (Broadway to City limits)		0	10	10	5	3	12	10	**50**
13	**21**	**3, 4, 5**	Alhambra Blvd (C St to Broadway)		0	3	0	10	7	15	15	**50**
15	**18**	**1**	10th St Corridor (L St to I St)		0	1	5	10	3	15	15	**49**
15	**16**	**2**	Arden Wy (Del Paso Blvd to Royal Oaks Dr)		0	4	0	15	7	8	15	**49**
17	**8**	**2**	Arden Way: Royal Oaks to Evergreen Street		0	4	10	15	3	0	15	**47**
18	**23**	**2, 3**	El Camino Ave (Del Paso Blvd to I-80)		0	6	5	15	3	4	10	**43**
19	**16**	**1**	Jibboom St, entire length		0	0	15	15	3	4	5	**42**
20	**19**	**7,8**	Valley Hi Dr, from Wyndham Wy to Bamford Dr.		0	3	0	5	10	8	15	**41**
21	**29**	**6**	Lemon Hill Ave (Stockton Blvd to Power Inn Rd)		0	0	0	15	3	12	10	**40**
21	**14**	**1**	Azevedo Dr Medians	Master Plan Complete	14	1	0	0	3	12	10	**40**
21	**14**	**6**	Fruitridge Rd, Power Inn Rd to Florin Perkins Rd		0	4	10	5	3	8	10	**40**
24	**21**	**8**	Franklin Blvd. between Florin Road & Brookfield Drive		0	4	0	5	7	8	15	**39**
25	**20**	**5**	47th Ave (UPRR to 27th St)		0	4	0	15	3	0	15	**37**
25	**23**	**5,8**	Florin Rd (Freeport Blvd to Greenhaven Dr)		0	7	0	0	3	12	15	**37**
27	**26**	**6**	Elder Creek Rd (Stockton Blvd - Power Inn Rd)		0	4	0	15	3	4	10	**36**
27	**New**	**6**	65th Street (east side) south of Fruitridge Rd by Life Avenue		0	4	0	15	7	0	10	**36**
29	**37**	**3**	Elvas Ave (56th St to 65th St)	Master Plan in Progress	11	3	0	5	3	8	5	**35**
30	**26**	**5, 6**	Broadway (Stockton Blvd to 65th St)		0	1	0	0	3	15	15	**34**
31	**35**	**7,8**	Franklin Blvd. between Mack Road & Calvine Road		0	6	0	0	7	4	15	**32**
32	**New**	**6**	Redding Ave, 4th Ave to San Joaquin St		0	0	5	15	3	8	0	**31**
32	**29**	**6**	Fruitridge Rd, Stockton Blvd to 65th St		0	4	0	5	3	4	15	**31**
34	**26**	**1**	Gateway Oaks Dr, West El Camino to Garden Highway		0	1	0	0	3	15	10	**29**

"New" Indicates new project added this year.

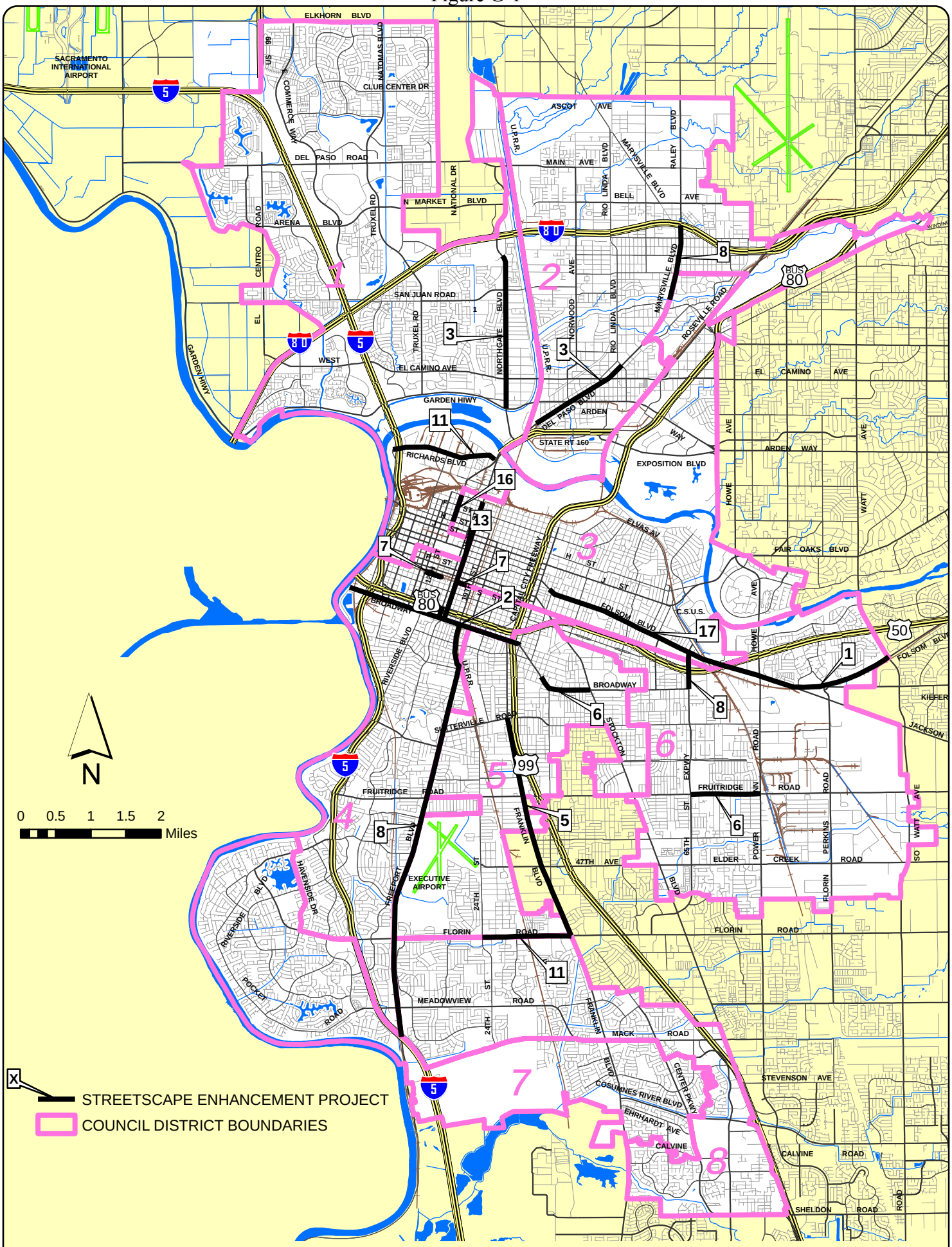
TABLE G-2

YEAR 2008 - STREETSCAPE ENHANCEMENTS - OTHER CORRIDORS

2008 Rank	2006 Rank	Council District	Project Name	Status	Project Readiness Score	Volume Score	Econ. Dev. Score	Infill Score	Current Condition Score	Activity Center Score	Bike/Ped & Transit Score	Total Score
				Maximum Points in Scoring Category:	**20**	**10**	**15**	**15**	**10**	**15**	**15**	**100**
35	**31**	**7**	Freeport Boulevard: Interstate 5 Bridge to city limits	Master Plan Complete	14	0	0	0	3	4	5	**26**
36	**32**	**3**	Howe Avenue Southbound: American River Drive to American River Bridge		0	7	0	0	3	4	10	**24**
37	**33**	**3**	Auburn Blvd/Roseville Rd (El Camino Ave to Connie Dr)		0	0	0	15	3	0	5	**23**
38	**33**	**6**	59th St/Broadway		0	1	0	0	7	4	10	**22**
39	**36**	**3**	El Camino Avenue: Business 80 to Ethan Way		0	9	0	0	3	4	5	**21**
39	**38**	**5, 6**	14th Ave (Stockton Blvd to 65th St)		0	0	0	0	3	8	10	**21**
41	**39**	**3**	Ethan Wy (west side of street from Middleberry Rd to Connie Dr)		0	0	0	0	3	4	10	**17**
42	**41**	**1**	San Juan Rd, southside, from El Centro to Guadalajara		0	0	0	0	7	4	5	**16**
43	**40**	**4**	San Mateo Wy		0	0	0	0	7	0	5	**12**
44	**42**	**1**	Natomas Crossing Drive median landscaping between Cashaw Way and Innovator Drive		0	0	0	0	3	0	5	**8**
44	**43**	**6**	West Railroad Ave		0	0	0	5	3	0	0	**8**
46	**44**	**6**	60th St/14th Ave - NE and NW corners and around Tallac Shopping Center		0	0	0	0	3	4	0	**7**
47	**45**	**4**	Darnel Wy		0	0	0	0	3	0	0	**3**

"New" Indicates new project added this year.

Figure G-1


STREETSCAPE ENHANCEMENTS - COMMERCIAL CORRIDORS
STREETSCAPE ENHANCEMENT PROJECT
COUNCIL DISTRICT BOUNDARIES
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0 0.5 1 1.5 2 Miles
SACRAMENTO INTERNATIONAL AIRPORT
EXECUTIVE AIRPORT
C.S.U.S.
ELKHORN BLVD
CLUB CENTER DR
DEL PASO ROAD
N MARKET BLVD
ARENA BLVD
SAN JUAN ROAD
EL CAMINO AVE
GARDEN HIWY
RICHARDS BLVD
STATE RT 160
EXPOSITION BLVD
ARDEN WAY
FAIR OAKS BLVD
FOLSOM BLVD
BROADWAY
SUTTERVILLE ROAD
FRUITRIDGE ROAD
47TH AVE
ELDER CREEK ROAD
FLORIN ROAD
MEADOWVIEW ROAD
MACK ROAD
STEVENSON AVE
CALVINE ROAD
SHELDON ROAD
EHRHARDT AVE
COSUMNES RIVER BLVD
CAPITOL CITY FREEWAY
ELVAS AV
MARYSVILLE BLVD
ROSEVILLE ROAD
NORTHGATE BLVD
TRUXEL RD
NATOMAS BLVD
COMMERCE WAY
CENTRO ROAD
EL CAMINO
GARDEN HIWY
RIVERSIDE BLVD
HAVENSIDE DR
POCKET ROAD
FRANKLIN BLVD
STOCKTON BLVD
FREEPORT BLVD
HOWE AVE
WATT AVE
JACKSON
KIEFER
FOLSOM BLVD
U.P.R.R.
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PEDESTRIAN IMPROVEMENT PROGRAM

INTRODUCTION

On July 25, 2006, City Council approved the Pedestrian Master Plan. This document provides the city with a comprehensive vision for improving pedestrian conditions to make Sacramento the "Walking Capital." The plan addresses the needs to provide pathways, crossings, and other pedestrian amenities. Providing these kinds of improvements will result in an increase in walking as a mode of transportation, a decrease in vehicular trips, improved air quality, and improved health and fitness.

To implement the Pedestrian Master Plan, the city has committed to develop a Pedestrian Improvement Program. The majority of the elements in this program are physical improvements such as new sidewalks, sidewalk planters, curbs, gutters and crosswalks. This section of the Transportation Programming Guide prioritizes these elements throughout the city.

Pedestrian Improvement Program involved applying four key steps: Criteria Development, Project Location Selection, Project Scope Development and Scoring and Ranking.

1. **Criteria Development**

    - Criteria for evaluating projects were developed through a public process and were approved by City Council. The majority of the scoring points for projects are related to the ability for a project to increase public safety. Other scoring points are related to how the project relates to its setting.

2. **Project Location Selection**

    - The Pedestrian Master Plan identifies high priority locations by means of a scoring system created for the plan. Using a scale of 0 to 400, with 400 being the highest priority score, project locations from the master plan having a score of 320 and higher were selected.
    - As this section is a replacement for the previous Sidewalks to Schools Section, all of the locations from that section were incorporated into this section.
    - To allow public involvement, locations requested from the general public were solicited. Each requested location received was considered in the identification of project locations.

3. **Project Scope Development**

    - Project locations are reviewed using maps and aerial photographs. Locations with an apparent need are advanced to further scoping

- On site investigations of existing conditions are made. At this point an assessment of existing improvements and needed improvements are made
- Once an initial project is identified, a number of basic feasibility questions are answered to determine if the project has a fatal flaw.

4. Project Scoring and Ranking

- Each project is evaluated according the criteria. Scores are assigned and the list is ranked in order of priority.

GOALS AND POLICIES

Construction of new sidewalks is consistent with the following City of Sacramento General Plan (adopted January 19, 1988, reflects City Council Amendments through September 2000) goal and policies:

Goals:

1. Increase the use of the pedestrian mode as a mode of choice for all areas of the City.

   Policy:

   Require new subdivisions and planning unit developments to have safe pedestrian walkways that provide direct links between streets and major destinations such as bus stops, schools, parks, and shopping centers.

2. Work towards achieving an overall Level of Service C on the City's local and major street systems.

   Policy:

   Explore alternative transportation modes that will lead to a decrease in vehicular demand of the City's surface street system.

The Pedestrian Improvement Program is consistent with the following City of Sacramento Strategic Plan goals:

Goals:

1. Improve and expand public safety.

Policy:

The Pedestrian Improvement Program prioritizes projects that provide accessible and barrier-free paths of travel for pedestrians so that they do not have to be in the vehicle travel lanes.

2. Achieve Sustainability and Enhance Livability

Policy:

Improving the pedestrian environment will enhance citizens' quality of life and provide an important transportation option.

3. Expand economic development throughout the City

Policy:

Experience shows that quality pedestrian transportation is a key element for commercial, retail and restaurant development.

PROJECT LIST DEVELOPMENT

Candidate project locations for the pedestrian improvement program are determined by looking at the highest ranking locations identified in the adopted Pedestrian Master Plan and by soliciting requests through public outreach. Project locations then undergo the following three-step evaluation process:

- Preliminary analysis - Analysis of the general project location identification using maps and aerial photographs.

- On-site investigation -Assessment and documentation of existing conditions. Areas that need new, replacement or upgraded infrastructure are identified, which is the starting point for a project definition.

- Fatal flaw analysis - Once and initial project is identified, a number of basic feasibility questions are answered to determine if the project has a fatal flaw. Once past the fatal flaw analysis, the project is ready to be scored and ranked.

PROJECT RANKING PROCESS

The following criteria are being proposed to score and rank pedestrian improvement projects.

Overview:

Safety oriented criteria

Points	*Description*
15	Barrier Elimination
15	Infrastructure Completeness (new)
10	Car/Pedestrian Collisions
10	Speed
10	Volume

Project setting criteria

Points	*Description*
5	Transit Access
5	Economic Development
5	Infill Development
5	Adjoining Property (new)
10	Land Use (new)
10	Activity Centers
Total 100	

1. Barrier Elimination .....(Max. Points: 15) (combinable)

Project's ability to remove obstacles for safe travel or to introduce a shorter travel distance.

15 points – fills an unpaved gap between two existing sidewalks on a thru street
10 points – creates a new pedestrian way replacing an out of direction path greater than ¼ mile.
10 points – removes physical barriers (fixed objects with <36" clear path)
10 points – increases an existing sidewalk width to 4 foot minimum clear path.
10 points – fixes all non-compliant features (ramps, driveways, slopes)
5 points – fixes one or more non-compliant ramps or driveways, but not all.
5 points – introduces new street crossing improvements
5 points – introduces a new pedestrian way that connects a dead end street to other streets.

2. Infrastructure Completeness .....(Max. Points: 15) (combinable)

Project's ability to improve existing conditions to bring into compliance with the assigned category of Basic, Upgrade or Premium.
All Projects:
10 points – no sidewalk

5 points – existing sidewalk width less than 4 feet.
5 points – no street lights
5 points – no curb and gutter
5 points – unmarked crosswalk
Additional points generally for Upgrade and Premium Projects:
5 points – existing sidewalk width less than 6 feet.
7 points – no planting strip
3 points – no trees in planting strip
5 points – low level lighting (infrequent spacing)
5 points – no pedestrian island, bulb-out, or raised crosswalk
5 points – no traffic signal enhancements at signals (countdown, detection)
Additional points for Premium Projects only:
5 points – existing sidewalk width less than 8 feet.
3 points – no street furniture (benches, way-finding signage, trash containers)
2 points – no public art, places for public events and gatherings

3. Pedestrian Involved Collisions .....(Max. Points: 10)
(combinable)

Reported collision between car and pedestrian that occurred during the previous three years.
0 points – zero to one collision
5 points – two collisions
2 points – per each additional collision

4. Speed .....(Max. Points: 10)

Posted speed limit at the project location. Intersection projects shall use the highest posted speed limit of the streets.
10 points – streets with posted speed of 45 mph or higher
8 points – streets with posted speed of 40 mph
6 points – streets with posted speed of 35 mph
4 points – streets with posted speed of 30 mph
2 points – streets where vehicles are allowed
0 points – streets where no motorized vehicles are allowed.

5. Volume .....(Max. Points: 10)

Average Daily Traffic (ADT) at the project location.
10 points – ADT>20,000
8 points – ADT between 10,001 and 20,000
5 points – ADT between 4,001 and 10,000
0 points – ADT between 1 and 4,000

6. Transit Access.....(Max. Points: 5)
(combinable)

Project enables direct access to transit.
5 points – Within ½ mile of a LRT or other commuter rail station platform
4 points – Connected to a designated Transit Bus Stop
3 points – Within 600 feet of a street with a Transit Bus Stop
0 points – No known transit at project location

7. Economic Development .....(Max. Points: 5)
(combinable)

Project falls within the Economic Development Strategy
Does the project fall within one of the nineteen (19) Neighborhood Commercial Revitalization Areas?
Is the project located within one of the twenty-seven (27) Key Development Opportunity Areas or Sites?
Is the project located in either the Merged Downtown or SP/Richards Redevelopment Area?
If Yes on any of the above (3 points) _____

Is the project located in a Business Improvement District (BID) or Property-Based Improvement District (PBID)?
___Yes (3 points) _____No (0 points)

8. Infill Development .....(Max. Points: 5)
(combinable)

Project falls within the Infill Development Areas
Is the project in one of the Infill Areas as defined in the City of Sacramento Infill Strategy adopted on May 14, 2002?
This document defines infill in four categories:
Target Residential Area _____Yes (3 points) _____No (0 points)
Central City Area _____Yes (3 points) _____No (0 points)
Neighborhood Commercial Revitalization Area _____Yes (3 points)
_____No (0 points)
Transit Station Area _____Yes (3 points) _____No (0 points)

9. Adjoining Property .....(Max. Points: 5)

Based on the orientation of the development at the back of sidewalk, or where the sidewalk would be in conditions where the sidewalk is not present.
5 points – building with entrance at public sidewalk
3 points – building, set back from sidewalk but connected with walkways
1 points – building, blank – no entry at public sidewalk
0 points – existing landscaping or open space

10. Land Use .....(Max. Points: 10)

Points are assigned to a project based on the predominant adjacent General Plan land use designations.
10 points – high density residential, commercial, mixed use and office designations
5 points – medium and low density residential uses
1 points – industrial uses
0 points – passive open space and agricultural uses

11. Activity Centers .....(Max. Points: 10)
(combinable)
Points are assigned to activity centers when a project is within a 600 foot radius to the parcel boundary of the activity center.
10 points – Schools, Colleges and Universities with enrollment greater than 400 students
8 points – Schools, Colleges and Universities with enrollments less than 400 students
6 points – Libraries, Parks, Senior Citizen Facilities, Community Centers
4 points – Shopping areas, Employment centers
2 points – Extra points for K-8 Schools

SUMMARY

The Pedestrian Improvement Program priority listing is presented in Table H-1 and Table H-2. Figure H-1 depicts typical cross-sections as referenced in Table H-2. Figure H-2 shows the approximate location of these projects.

TABLE H-1

YEAR 2008 - PEDESTRIAN IMPROVEMENTS

Rank	Council District	PEDESTRIAN PROJECTS	Brief Description	Barrier Elimination	Infrastructure Completeness	Car-Ped Collisions	Speed	Volume	Transit Access	Ecomonic Development	Infill Development	Adjoining Property	Land Use	Activity Centers	TOTAL SCORE	Safe Routes to School? (S)-State (F)-Fed
		Maximum Points in Scoring Category:		15	15	10	10	10	5	5	5	5	10	10	100	
1	6	Fruitridge Rd, Wallace Ave to 79th St	Curb, Gutter & Sidewalk	15	12	5	8	8	4	3	5	1	5	10	76	S,F
2	5,8	Florin Rd, Woodbine Ave to Loma Verde	Sidewalk	15	15	0	8	10	5	3	5	0	10	4	75	
2	2	El Camino Ave (East), Green St to Selma St	Curb, Gutter & Sidewalk	15	15	0	6	10	5	0	5	5	10	4	75	
2	4,5	Freeport Blvd, 35th Ave to Belleauwood Ln	Curb, Gutter & Sidewalk	15	15	0	10	8	4	3	3	3	10	4	75	
5	5	Atlas Ave, 23rd Ave, 24th Ave	Sidewalk	15	15	0	6	8	4	3	3	3	5	10	72	S,F
6	5	Franklin Blvd, 33rd Ave to 36th Ave	Curb, Gutter & Sidewalk	15	15	0	8	8	3	3	3	1	5	10	71	S,F
7	1	Richards Blvd, Bercut Dr to N 3rd St	Curb, Gutter & Sidewalk	15	15	0	8	10	4	5	5	3	1	0	66	
8	2	Bell Ave (East), Strauss to Winters Ave	Curb, Gutter & Sidewalk	15	15	0	8	5	4	0	3	3	1	10	64	S,F
9	2	Main Ave (West), Norwood Ave to Rio Linda Blvd	Curb, Gutter & Sidewalk	10	15	0	8	5	4	0	3	3	5	10	63	S,F
9	4,5	Freeport Blvd, 13th Ave to Sutterville Rd	Sidewalk	0	10	5	4	10	5	3	3	3	10	10	63	
9	2	Arden Way, from Beaumont St to Evergreen St	Curb, Gutter & Sidewalk	10	15	0	8	10	5	0	5	5	1	4	63	
12	6	65th St, Q St to 4th Ave	Sidewalk	0	15	0	8	10	5	3	3	3	10	4	61	
12	3	Kathleen Ave/Tessa Ave, Del Paso Blvd. to Academy Way	Curb, Gutter & Sidewalk	15	15	0	2	0	5	5	5	3	1	10	61	
14	8	Mack Rd, Brook Meadow Dr to Deer Meadow Dr	Curb, Gutter & Sidewalk	15	15	0	10	10	5	0	0	0	5	0	60	
14	7,8	Cosumnes River Blvd, Bruceville Rd to Franklin Blvd	Sidewalk	10	15	0	10	10	0	0	0	0	5	10	60	
16	5	19th Ave, 20th Ave east of Franklin Blvd	Curb, Gutter & Sidewalk	10	15	0	2	0	3	3	3	3	10	10	59	S,F
16	5	32nd St and 22nd Ave, east of Franklin Blvd	Curb, Gutter & Sidewalk	10	15	0	2	0	3	3	3	3	10	10	59	S,F
18	6	65th St, 14th Ave to 18th Ave	Curb, Gutter & Sidewalk	0	15	0	10	10	4	3	0	1	5	10	58	S
18	2	Jessie Ave, Burgess Dr to Taylor St	Curb, Gutter & Sidewalk	15	15	0	2	5	3	0	3	0	5	10	58	
18	2	Marysville Blvd, north of Main Ave/ Claire Ave	Curb, Gutter & Sidewalk	10	15	0	10	5	0	0	0	3	5	10	58	S,F
21	2	Morey Ave, west of Norwood Ave	Curb, Gutter & Sidewalk	15	15	0	2	0	3	0	3	3	5	10	56	S,F
21	2	Taft St, El Camino Ave to Helena Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	5	3	3	3	5	10	56	S,F
21	4	15th St and 16th St, W St to X St	Crossing Treatment	0	12	7	4	8	5	0	3	3	10	4	56	
21	4,5	Freeport Blvd, Sutterville Rd to Wentworth Ave	Curb, Gutter & Sidewalk	0	7	0	6	10	4	3	3	3	10	10	56	
25	2	Bell Ave (West), Norwood Ave to Rio Linda Blvd	Curb, Gutter & Sidewalk	0	15	5	8	5	4	0	0	3	5	10	55	S,F
26	6	Lowell St, north of Fruitridge Rd	Sidewalk	15	10	0	2	0	3	3	3	3	5	10	54	S,F
26	3,4	29th St, Q St to S St	Sidewalk	0	15	5	4	5	5	3	3	0	10	4	54	
26	1	I St, 2nd St to 3rd St	Sidewalk	0	15	0	2	5	3	5	3	1	10	10	54	
26	2	Rio Linda Blvd, North Ave to Grand Ave	Curb, Gutter & Sidewalk	5	12	0	8	8	4	0	3	3	5	6	54	
30	2	Southgate Rd, Lochbrae Rd to Royal Oaks Dr	Curb, Gutter & Sidewalk	15	10	0	2	0	5	0	3	3	5	10	53	S,F
30	2	Norwood Ave, Grace Ave to Main Ave	Curb, Gutter & Sidewalk	0	15	0	8	8	4	0	3	0	5	10	53	S,F
30	2	Rio Linda Blvd, Main Ave to Claire Ave	Curb, Gutter & Sidewalk	0	15	0	10	8	4	0	0	1	5	10	53	S,F
33	3	Auburn Blvd, from Plover St to Marconi Cir	Curb, Gutter & Sidewalk	10	15	0	8	5	0	0	5	3	1	6	53	
33	4	S Land Park Dr, Noonan Dr. to Fruitridge Rd	Sidewalk	10	15	0	4	5	4	0	0	3	5	6	52	
33	2	Woodlake Dr, Canterbury Rd to Royale Oaks Dr	Sidewalk	15	10	0	2	0	5	3	3	3	5	6	52	
36	2	Blackwood St, Canterbury Rd to Woodlake Dr	Sidewalk	15	10	0	2	0	3	0	3	3	5	10	51	
37	3	Ivy St, South Ave to Nogales St	Sidewalk	15	15	0	2	0	0	0	0	3	5	10	50	
37	3	Mahogany St, Verano St, Presidio St	Curb, Gutter & Sidewalk	15	15	0	2	0	0	0	0	3	5	10	50	S,F

TABLE H-1

YEAR 2008 - PEDESTRIAN IMPROVEMENTS

Rank	Council District	PEDESTRIAN PROJECTS	Brief Description	Barrier Elimination	Infrastruc-ture Complete-ness	Car-Ped Collisions	Speed	Volume	Transit Access	Ecomonic Develop-ment	Infill Develop-ment	Adjoining Property	Land Use	Activity Centers	TOTAL SCORE	Safe Routes to School? (S)-State (F)-Fed
		Maximum Points in Scoring Category:		15	15	10	10	10	5	5	5	5	10	10	100	
37	2	Main Ave, Marysville Blvd to Raley Blvd	Curb, Gutter & Sidewalk	10	15	0	4	0	0	0	3	3	5	10	50	
40	2	Pinell St, North Ave to Bell Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	4	0	0	3	5	10	49	S,F
40	2	Acacia Ave, Altos Ave to Rio Linda Blvd	Curb, Gutter & Sidewalk	15	15	0	2	0	3	0	0	3	5	6	49	
40	2	Western Avenue, Santiago Ave to Redwood Park	Pathway	15	15	0	4	0	3	0	0	1	5	6	49	
40	2	Selma St, south of Dixieanne Ave	Curb, Gutter & Sidewalk	15	15	0	2	0	5	5	5	1	1	0	49	
44	6	65th St, 18th Ave to 21st Ave	Curb, Gutter & Sidewalk	0	15	0	10	10	4	3	0	1	5	0	48	S
44	4	Lonsdale Dr, Seamas Ave to 34th Ave	Sidewalk	15	10	0	2	0	3	0	0	3	5	10	48	S,F
44	2	Dayton St, north of Bell Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	3	0	0	3	5	10	48	S,F
44	2	Barbara Street and North Ave, NW Corner	Curb, Gutter & Sidewalk	15	15	0	2	0	0	0	0	3	5	8	48	
48	2	Edgewater Rd/Lampasas Ave, Bay Dr to Grove Ave	Curb, Gutter & Sidewalk	15	15	0	2	0	0	0	0	0	5	10	47	S,F
48	2	Grand Ave, Fell St to Huron St	Sidewalk	0	15	0	6	5	3	0	3	0	5	10	47	S
48	7	Carlin Ave, Stubblefield Way and Del Vista Cir (n)	Curb, Gutter & Sidewalk	15	15	0	2	0	0	0	0	0	5	10	47	
51	3	Cormorant Way, Silica Ave to Royale Rd	Curb, Gutter & Sidewalk	15	15	0	2	0	0	0	0	3	1	10	46	S,F
51	2	El Camino Ave (West), Altos Ave to Forrest St	Curb, Gutter & Sidewalk	0	12	5	4	8	3	0	5	0	5	4	46	
53	3	Albatross Way and Woolley Way	Curb, Gutter & Sidewalk	10	15	0	2	0	0	0	0	3	5	10	45	S,F
53	4	Monterey Way, Potrero Way to 27th Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	0	0	0	3	5	10	45	S,F
53	2	MacArthur St, west of Pinell St	Curb, Gutter & Sidewalk	10	15	0	2	0	3	0	0	0	5	10	45	S,F
53	3	Ray St. Silica Ave to Bowling Green Dr	Curb, Gutter & Sidewalk	10	15	0	2	0	0	0	0	3	5	10	45	
53	2	Selma St, Frienza Ave to El Camino Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	5	0	5	3	5	0	45	
58	6	65th St, 21st Ave to Fruitridge Rd	Curb, Gutter & Sidewalk	0	15	0	10	8	4	0	0	1	5	0	43	
58	4	Noonan Dr, S Land Park Dr toS Land Park Dr	Sidewalk	10	10	0	2	0	3	0	0	3	5	10	43	S,F
58	2	Roanoke Ave, west of Rio Linda Blvd	Pathway	15	5	0	0	0	3	0	3	1	10	6	43	
61	2	Clay St, Dixieanne to El Camino Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	5	3	5	1	1	0	42	
62	6	Ring Dr, Elder Creek Rd to Rock Creek Dr	Curb, Gutter & Sidewalk	10	15	0	2	0	0	3	3	3	5	0	41	
62	8	Calvine Rd at CRC Entrance	Crossing Treatment	5	5	0	10	5	0	0	0	1	5	10	41	
64	3	Waterford Rd, Yorkshire Rd to Bowling Green Dr	Sidewalk	10	10	0	2	0	0	0	0	3	5	10	40	S,F
64	3	Yorkshire Rd, Royale Rd to Bowling Green Dr	Sidewalk	10	10	0	2	0	0	0	0	3	5	10	40	
66	3	28th St, north of B St	Curb, Gutter & Sidewalk	10	15	0	2	0	0	0	5	0	1	6	39	
67	2	North Ave, Pinell St to Dayton St	Curb, Gutter & Sidewalk	0	15	0	4	0	3	0	0	3	5	8	38	S
67	3	Plover St, north of Frienza Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	0	0	3	3	5	0	38	
67	1	Salizar Way, Regency Park Circle to bend in road	Sidewalk	15	10	0	2	0	0	0	0	0	5	6	38	
70	8	Matson Dr, Henrietta Dr to Sylvia Way	Curb, Gutter & Sidewalk	0	15	0	2	0	0	0	3	1	5	10	36	S,F
71	3	Seamas Ave/Fruitridge Rd, Decliff Cir to Gilgunn Way	Sidewalk	0	7	0	8	8	4	0	0	0		6	33	
72	4	1st Ave, east of 5th St	Sidewalk	0	10	0	2	0	3	0	0	5	1	4	25	

TABLE H-2

YEAR 2008 - PEDESTRIAN IMPROVEMENTS
PROJECT DESCRIPTIONS

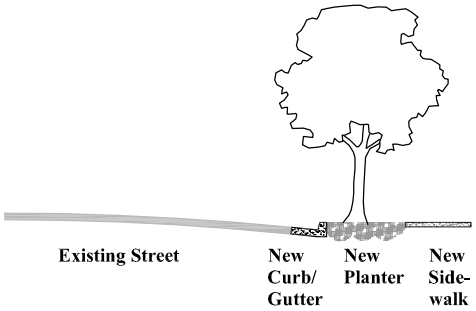
Rank	PEDESTRIAN PROJECTS	Council District	Brief Description	Primary Cross Section (Fig. H-1)	Length in feet	Additional Cross Section (Fig. H-2)	Length in feet	Additional Cross Section (Fig. H-1)	Length in feet	Additional ROW Anticipated?	Utility Pole Relocation Expected?	Undergrond Utility Work Expected?
1	Fruitridge Rd, Wallace Ave to 79th St	6	Curb, Gutter & Sidewalk	B	1511					Yes	Yes	Yes
2	Florin Rd, Woodbine Ave to Loma Verde Way	5,8	Sidewalk	C	791						Yes	Yes
2	El Camino Ave (East), Green St to Selma St	2	Curb, Gutter & Sidewalk	B	3030						Yes	
2	Freeport Blvd, 35th Ave to Belleauwood Ln	4,5	Curb, Gutter & Sidewalk	B	3824	A	456	C	3555	Yes	Yes	Yes
5	Atlas Ave, 23rd Ave, 24th Ave	5	Sidewalk	D	4735	B	2396					Yes
6	Franklin Blvd, 33rd Ave to 36th Ave	5	Curb, Gutter & Sidewalk	A	471						Yes	
7	Richards Blvd, Bercut Dr to N 3rd St	1	Curb, Gutter & Sidewalk	C	375					Yes	Yes	Yes
8	Bell Ave (East), Strauss to Winters Ave	2	Curb, Gutter & Sidewalk	B	3867	A	604	E	323	Yes	Yes	Yes
9	Main Ave (West), Norwood Ave to Rio Linda Blvd	2	Curb, Gutter & Sidewalk	A	1635	B	2600					
9	Freeport Blvd, 13th Ave to Sutterville Rd	4,5	Sidewalk	C	1988							Yes
9	Arden Way, from Beaumont St to Evergreen St	2	Curb, Gutter & Sidewalk	A	2426						Yes	Yes
12	65th St, Q St to 4th Ave	6	Sidewalk	A	3200							Yes
12	Kathleen Ave/Tessa Ave, Del Paso Blvd. to Academy Way	3	Curb, Gutter & Sidewalk	A	2543	B	432				Yes	Yes
14	Mack Rd, Brook Meadow Dr to Deer Meadow Dr	8	Curb, Gutter & Sidewalk	A	745							Yes
14	Cosumnes River Blvd, Bruceville Rd to Franklin Blvd	7,8	Sidewalk	A	8492	C	8492					Yes
16	19th Ave, 20th Ave east of Franklin Blvd	5	Curb, Gutter & Sidewalk	A	683						Yes	
16	32nd St and 22nd Ave, east of Franklin Blvd	5	Curb, Gutter & Sidewalk	A	1191						Yes	
18	65th St, 14th Ave to 18th Ave	6	Curb, Gutter & Sidewalk	A	1260							
18	Jessie Ave, Burgess Dr to Taylor St	2	Curb, Gutter & Sidewalk	A	1006					Yes	Yes	
18	Marysville Blvd, north of Main Ave/ Claire Ave	2	Curb, Gutter & Sidewalk	A	6285						Yes	
21	Morey Ave, west of Norwood Ave	2	Curb, Gutter & Sidewalk	B	1988	C	280				Yes	
21	Taft St, El Camino Ave to Helena Ave	2	Curb, Gutter & Sidewalk	A	1745	B	616					Yes
21	15th St and 16th St, W St to X St	4	Crossing Treatment									
21	Freeport Blvd, Sutterville Rd to Wentworth Ave	4,5	Curb, Gutter & Sidewalk	A	2716					Yes	Yes	
25	Bell Ave (West), Norwood Ave to Rio Linda Blvd	2	Curb, Gutter & Sidewalk	A	1161	B	104			Yes		Yes
26	Lowell St, north of Fruitridge Rd	6	Sidewalk	B	634						Yes	Yes
26	29th St, Q St to S St	3,4	Sidewalk	C	720							Yes
26	I St, 2nd St to 3rd St	1	Sidewalk	C	369							Yes
26	Rio Linda Blvd, North Ave to Grand Ave	2	Curb, Gutter & Sidewalk	A	2775							Yes
30	Southgate Rd, Lochbrae Rd to Royal Oaks Dr	2	Curb, Gutter & Sidewalk	B	876	D	648				Yes	Yes
30	Norwood Ave, Grace Ave to Main Ave	2	Curb, Gutter & Sidewalk	A	1303						Yes	
30	Rio Linda Blvd, Main Ave to Claire Ave	2	Curb, Gutter & Sidewalk	A	2458							
33	Auburn Blvd, from Plover St to Marconi Cir	3	Curb, Gutter & Sidewalk	A	1969	B	196	C	388	Yes		
33	S Land Park Dr, Noonan Dr. to Fruitridge Rd	4	Sidewalk	C	1176							Yes
33	Woodlake Dr, Canterbury Rd to Royale Oaks Dr	2	Sidewalk	C	1805						Yes	Yes
36	Blackwood St, Canterbury Rd to Woodlake Dr	2	Sidewalk	C	2591						Yes	Yes
37	Ivy St, South Ave to Nogales St	3	Sidewalk	A	133	D	74					
37	Mahogany St, Verano St, Presidio St	3	Curb, Gutter & Sidewalk	A	1193	D	730			Yes		Yes
37	Main Ave, Marysville Blvd to Raley Blvd	2	Curb, Gutter & Sidewalk	A	6542							
40	Pinell St, North Ave to Bell Ave	2	Curb, Gutter & Sidewalk	A	3394	B	392					
40	Acacia Ave, Altos Ave to Rio Linda Blvd	2	Curb, Gutter & Sidewalk	A	974							

TABLE H-2

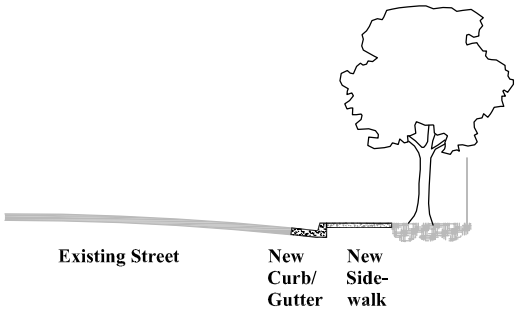
YEAR 2008 - PEDESTRIAN IMPROVEMENTS
PROJECT DESCRIPTIONS

Rank	PEDESTRIAN PROJECTS	Council District	Brief Description	Primary Cross Section (Fig. H-1)	Length in feet	Additional Cross Section (Fig. H-2)	Length in feet	Additional Cross Section (Fig. H-1)	Length in feet	Additional ROW Anticipated?	Utility Pole Relocation Expected?	Undergrond Utility Work Expected?
40	Western Avenue, Santiago Ave to Redwood Park	2	Pathway	B	352	E	305					
40	Selma St, south of Dixieanne Ave	2	Curb, Gutter & Sidewalk	A	832	C	300					
44	65th St, 18th Ave to 21st Ave	6	Curb, Gutter & Sidewalk	A	1380							Yes
44	Lonsdale Dr, Seamas Ave to 34th Ave	4	Sidewalk	D	987							Yes
44	Dayton St, north of Bell Ave	2	Curb, Gutter & Sidewalk	A	638	B	638				Yes	
44	Barbara Street and North Ave, NW Corner	2	Curb, Gutter & Sidewalk	A	330	C	177					
48	Edgewater Rd/Lampasas Ave, Bay Dr to Grove Ave	2	Curb, Gutter & Sidewalk	A	1253					Yes	Yes	Yes
48	Grand Ave, Fell St to Huron St	2	Sidewalk	C	569							Yes
48	Carlin Ave, Stubblefield Way and Del Vista Cir (n)	7	Curb, Gutter & Sidewalk	B	373							Yes
51	Cormorant Way, Silica Ave to Royale Rd	3	Curb, Gutter & Sidewalk	D	705							Yes
51	El Camino Ave (West), Altos Ave to Forrest St	2	Curb, Gutter & Sidewalk	A	436							Yes
53	Albatross Way and Woolley Way	3	Curb, Gutter & Sidewalk	B	705	D	754			Yes		
53	Monterey Way, Potrero Way to 27th Ave	4	Curb, Gutter & Sidewalk	B	710							
53	MacArthur St, west of Pinell St	2	Curb, Gutter & Sidewalk	A	2209	C	378			Yes		
53	Ray St. Silica Ave to Bowling Green Dr	3	Curb, Gutter & Sidewalk	B	1545	D	419			Yes	Yes	
53	Selma St, Frienza Ave to El Camino Ave	2	Curb, Gutter & Sidewalk	B	511						Yes	
58	65th St, 21st Ave to Fruitridge Rd	6	Curb, Gutter & Sidewalk	A	2594							Yes
58	Noonan Dr, S Land Park Dr toS Land Park Dr	4	Sidewalk	D	2275							
58	Roanoke Ave, west of Rio Linda Blvd	2	Pathway	B	200	E	144			Yes		
61	Clay St, Dixieanne to El Camino Ave	2	Curb, Gutter & Sidewalk	A	1218							
62	Ring Dr, Elder Creek Rd to Rock Creek Dr	6	Curb, Gutter & Sidewalk	B	2260						Yes	
62	Calvine Rd at CRC Entrance	8	Crossing Treatment									Yes
64	Waterford Rd, Yorkshire Rd to Bowling Green Dr	3	Sidewalk	D	1616						Yes	Yes
64	Yorkshire Rd, Royale Rd to Bowling Green Dr	3	Sidewalk	D	997							Yes
66	28th St, north of B St	3	Curb, Gutter & Sidewalk	A	858							
67	North Ave, Pinell St to Dayton St	2	Curb, Gutter & Sidewalk	A	1022							
67	Plover St, north of Frienza Ave	3	Curb, Gutter & Sidewalk	A	1190							
67	Salizar Way, Regency Park Circle to bend in road	1	Sidewalk	C	229							Yes
70	Matson Dr, Henrietta Dr to Sylvia Way	8	Curb, Gutter & Sidewalk	A	700							
71	Seamas Ave/Fruitridge Rd, Decliff Cir to Gilgunn Way	3	Sidewalk	A	5282					Yes	Yes	Yes
72	1st Ave, east of 5th St	4	Sidewalk	D	59							Yes

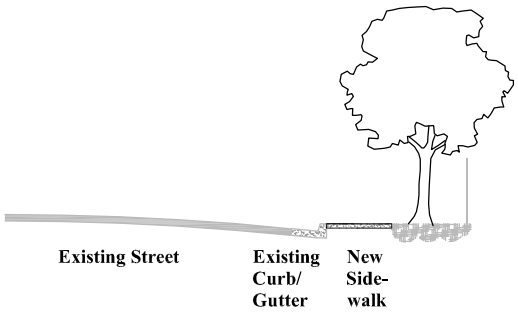
Figure H-1



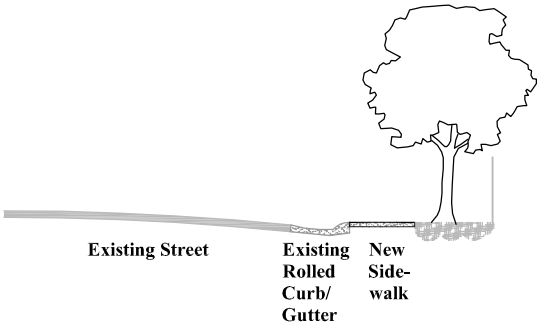
Cross Section A



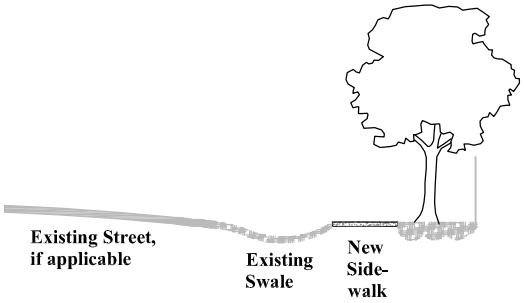
Cross Section B



Cross Section C

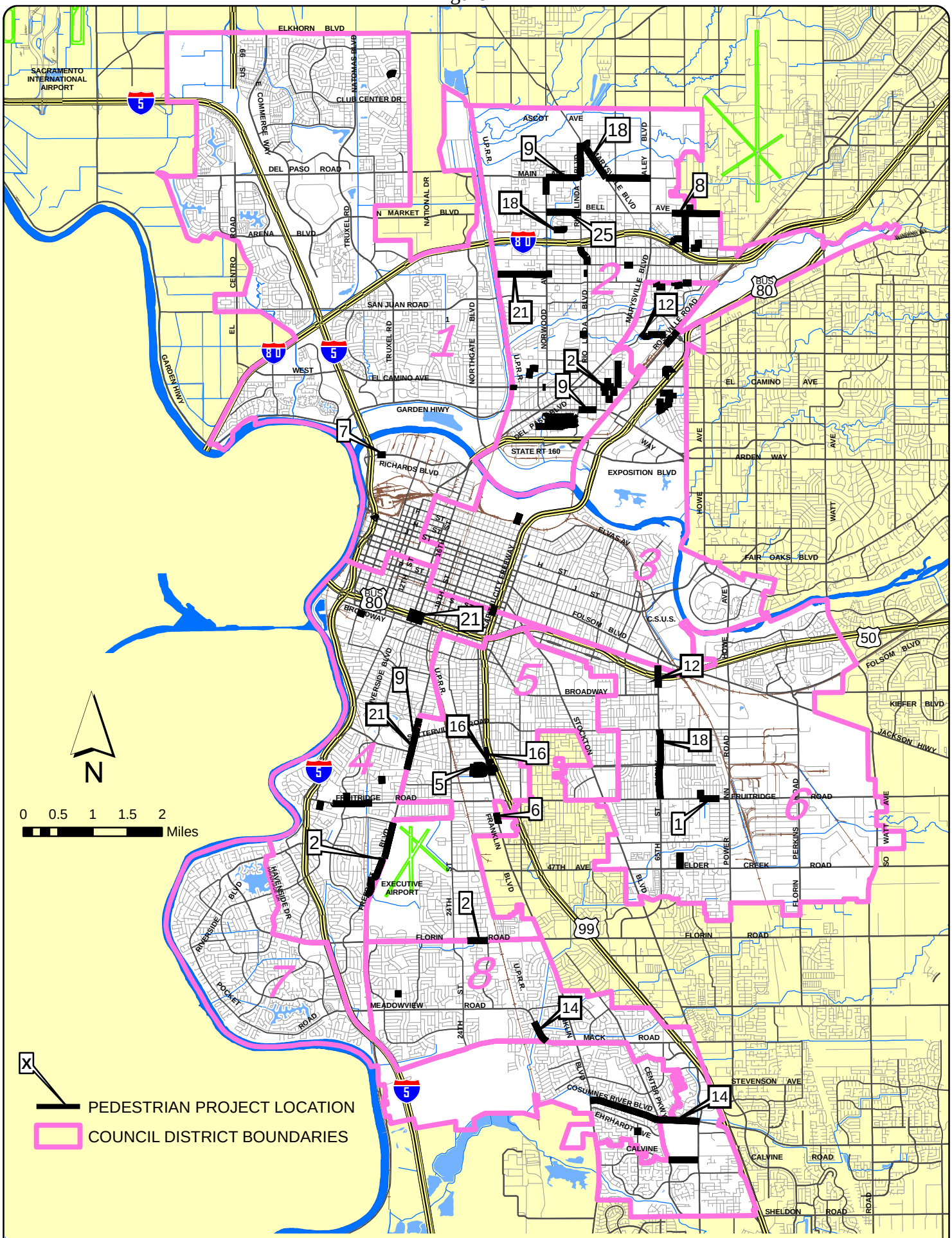


Cross Section D



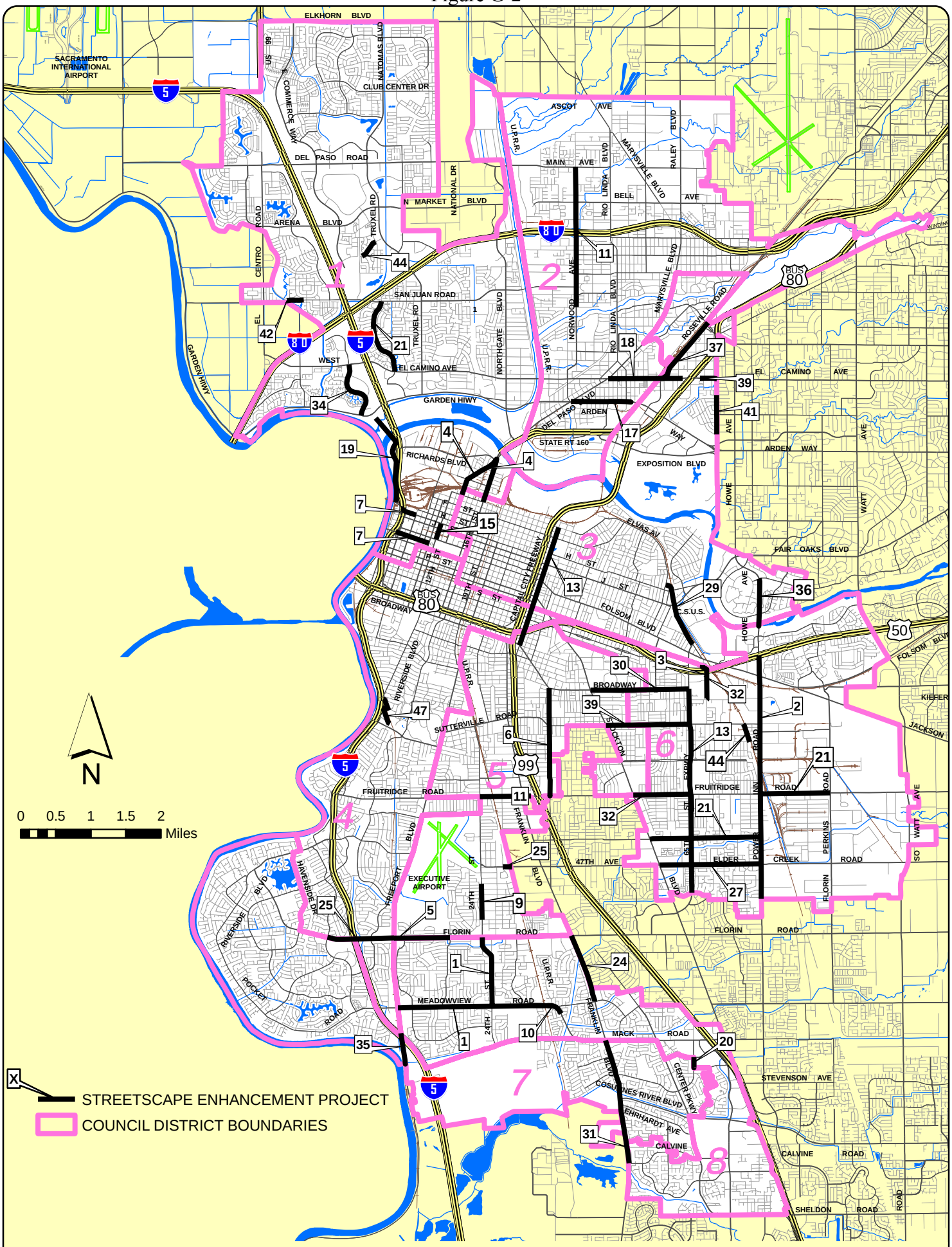
Cross Section E

Figure H-2



PEDESTRIAN IMPROVEMENT PROJECTS (RANKED 1-25 LABELED)

Figure G-2


STREETSCAPE ENHANCEMENTS - OTHER CORRIDORS
STREETSCAPE ENHANCEMENT PROJECT
COUNCIL DISTRICT BOUNDARIES
N
0 0.5 1 1.5 2 Miles
SACRAMENTO INTERNATIONAL AIRPORT
EXECUTIVE AIRPORT
ELKHORN BLVD
CLUB CENTER DR
DEL PASO ROAD
N MARKET BLVD
ARENA BLVD
SAN JUAN ROAD
EL CAMINO AVE
GARDEN HIWY
RICHARDS BLVD
BROADWAY
FOLSOM BLVD
EXPOSITION BLVD
ARDEN WAY
FAIR OAKS BLVD
FRUITRIDGE ROAD
SUTTERVILLE ROAD
MEADOWVIEW ROAD
FLORIN ROAD
MACK ROAD
CALVINE ROAD
SHELDON ROAD
STEVENSON AVE
ELDER CREEK ROAD
47TH AVE
MAIN AVE
BELL AVE
ASCOT AVE
STATE RT 160
CAPITAL CITY FREEWAY
U.P.R.R.
C.S.U.S.
COSUMNES RIVER BLVD
EHRHARDT AVE
CENTER PKWY
FRANKLIN BLVD
MARYSVILLE BLVD
ROSEVILLE ROAD
NORTHGATE BLVD
NORWOOD AVE
RIO LINDA BLVD
RALEY BLVD
NATOMAS BLVD
COMMERCE WAY
TRUXEL RD
NATIONAL DR
CENTRO ROAD
EL CENTRO ROAD
GARDEN HIWY
WEST
HAVENSIDE DR
RIVERSIDE BLVD
POCKET ROAD
FREEPORT BLVD
24TH ST
47TH AVE
HOWE AVE
WATT AVE
FLORIN PERKINS ROAD
KIEFER BLVD
JACKSON
FOLSOM BLVD
ELVAS AV
H ST
J ST
L ST
N ST
P ST
R ST
S ST
T ST
16TH ST
12TH ST
8TH ST
BROADWAY
FRUITRIDGE ROAD
FRANKLIN BLVD
STOCKTON BLVD
FLORIN ROAD
MEADOWVIEW ROAD
MACK ROAD
CALVINE ROAD
SHELDON ROAD
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SPEED HUMP PROGRAM

INTRODUCTION:

The City of Sacramento began constructing undulations in 1980 in response to neighborhood speeding issues. In the mid-1990's, the program was modified and became known as the Speed Hump Program. The first speed humps were installed in 1996.

Speed humps are designed to enhance public safety by reducing vehicular speeds and cut-through traffic on local residential and minor collector streets. Speed humps are used on residential streets that qualify for the Program and where other methods of slowing traffic have not been effective.

Speed humps are 12 feet wide and between 3 ¼ and 3 ¾ inches high, slightly raised "mounds" in the pavement, which extend across the roadway. Speed humps have evolved from extensive research and testing. They have been found to be effective at reducing speeds and discouraging cut-through (i.e., non-local) traffic. They have been installed on streets in Sacramento since 1996. Speed humps are not installed on emergency response or bus routes.

As an alternative to speed humps, speed lumps have been approved by the Fire Department for use on most emergency response routes and by Sacramento Regional Transit for use on bus routes. Speed lumps are asphalt mounds, parabolic in shape, covering 12 feet of street with a height between 3 ¼ and 3 ¾ inches. The center mound or lump, has a width of 5 ½ feet to accommodate the wheelbase of fire trucks and buses. The lumps adjacent to the center lump vary in width to accommodate the street width.

In addition, the City has also implemented speed tables, which are similar to humps but incorporate a 10-foot flat surface in the middle and cover a total of 22 feet of street, with a height between 3 ¼ and 3 ¾ inches. Speed tables have been installed on streets in Sacramento as part of the Neighborhood Traffic Management Program (NTMP) and in 2008, have been added to the Speed Hump Program. Speed tables have been approved by the Fire Department for use on emergency response routes and by Sacramento Regional Transit for use on bus routes.

For simplicity in this document, the term "speed hump" will refer not only to the traditional speed hump, but also the modified hump designs described above as a speed lump or speed table.

The City of Sacramento has three types of speed hump categories: Residential, Parks and Schools, and Bypass. A list of streets that have qualified for speed humps within these categories is produced each year and included in the Transportation Programming Guide (TPG). This list ranks streets by Council District citywide as described in subsequent sections. The definition of each category is as follows:

- Residential – focused on reducing vehicular speed on residential streets,
- Parks and Schools – focused on reducing vehicular speed on streets which include park and/or school frontage, and
- Bypass – focused on reducing cut-through traffic volumes on residential streets.

Note: Speed humps are not always the best solution for residential street traffic problems. Under a separate program called the Neighborhood Traffic Management Program (NTMP), the Department of Transportation staff meets with neighborhood residents to develop and implement a community-based traffic calming plan for the entire neighborhood. Implemented in 1996, the NTMP considers traffic calming measures including speed humps, traffic circles, pedestrian islands, diverters, textured crosswalks, and chokers. For more information of the NTMP, please visit the Department of Transportation website at www.cityofsacramento.org/transportation or call 916-808-8300. The Program is initiated by public request and submittal of a Community Action Request form, which requires signatures from ten residents. The Program is offered on a first come-first served basis.

PROJECT LIST DEVELOPMENT

Eligibility Criteria

A street qualifies for the installation of Residential, Parks and Schools, or Bypass speed humps when the following minimum criteria are met.

Residential

- The segment is a minimum of 750 feet in length between traffic controls, four-way intersections, and/or curves with less than a 250-foot radius.
- The street is comprised of contiguous segments with no stop controls and all side streets entering the segments are stopped. The total length of the contiguous segments must be at least 750' in length.
- The speed limit is 30 mph or less.
- Street frontage is at least 75% residential.
- The street is not part of the Regional Transit bus network.[1]
- The street is not identified as an emergency response route by the Fire Department.[1]
- The 85th percentile speed must be a minimum of 5 mph over the speed limit.
- Two-thirds majority of residents that vote are in favor of the installation of speed humps.[2] A minimum 25% return rate is required.
- On streets segments with curves, speed humps will only be placed in curves with a radius greater than 650'.
- Street segments requesting additional speed humps must meet the above criteria and the existing speed humps must be at least 500 feet apart.

Parks and Schools

- The segment is a minimum of 500 feet in length between traffic controls, four-way intersections, and/or curves with less than a 250-foot radius.

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1 Speed humps will not be approved on Regional Transit bus routes and emergency response routes, although speed lumps and/or speed tables may be approved on these streets by RT and the Fire Department.

2 One vote per household is allowed; voter(s) must reside at the household (whether they are owners or tenants), as they are the primary users of the street being considered for speed humps.

- The speed limit is 30 mph or less or 35 mph when considering the placement of tables.
- Street frontage is adjacent to a school [3] or park.
- The street is not part of the Regional Transit bus network.[1]
- The street is not identified as an emergency response route by the Fire Department.[1]
- The 85th percentile speed must be a minimum of 5 mph over the speed limit.
- Two-thirds majority of residents that vote are in favor of the installation of speed humps.[4] A minimum 25% return rate is required.
- On streets segments with curves, speed humps will only be placed in curves with a radius greater than 650'.
- Street segments requesting additional speed humps must meet the above criteria and the existing speed humps must be at least 500 feet apart.

Bypass

- The segment is a minimum of 500 feet in length between traffic controls, four-way intersections, and/or curves with less than a 250-foot radius.
- The speed limit is 30 mph or less.
- Street frontage is at least 75% residential.
- The street is not part of the Regional Transit bus network.[1]
- The street is not identified as an emergency response route by the Fire Department.[1]
- Average daily traffic (ADT) is at least 500 vehicles.
- The street(s) serve to bypass[1] major streets with a four-way stop, a signalized intersection, or another street with speed humps.
- Two-thirds majority of residents that vote are in favor of the installation of speed humps.[2] A minimum 25% return rate is required.
- On streets segments with curves, speed humps will only be placed in curves with a radius greater than 650'.
- Street segments requesting additional speed humps must meet the above criteria and the existing speed humps must be at least 500 feet apart.

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3 Preschool, day care school, elementary, middle or high school.

4 One vote per household is allowed; voter(s) must reside at the household (whether they be owner or tenants,), as they are the primary users of the street being considered for speed humps. If the balloting of residents on the Parks and Schools streets does not demonstrate a two-thirds majority favoring the installation of speed humps, the City Council member representing the district in which the street is located may override the ballot results.

5 To be considered a "bypass" location, the ADT must be at least 50% higher than the volume that would be expected using the following trip generation rates: 10/trips/day/single family residential (SFR) unit, 6 trips/day/multi family residential (MFR) unit. Land uses that do not front the bypass location, itself, but which could reasonably be expected to use the bypass street(s) should be considered when determining the expected volume.

PROJECT RANKING PROCESS

Streets which meet the minimum criteria, as specified previously, are scored and ranked using the following criteria:

Residential

1. **Volume** **(Max. Points: No Limit)**
   a. Points = Average Daily Traffic Volume / 50

2. **Frontage** **(Max. Points: No Limit)**
   a. Points = (# of residential units fronting the street) + (apartment frontage / 25 feet)

3. **Speed** **(Max. Points: No Limit)**
   a. Points = 5 points for every mile per hour that the 85th percentile speed of traffic exceeds the speed limit.

Parks and Schools

1. **Volume** **(Max. Points: No Limit)**
   Points = Average Daily Traffic Volume / 50

2. **Frontage** **(Max. Points: No Limit)**
   Points = (# of residential units fronting the street) + (lineal feet of apartment frontage /25 feet) + (lineal feet of school frontage / 25 feet) + (lineal feet of park frontage / 25 feet) + (lineal feet of playground frontage / 25 feet)

3. **Speed** **(Max. Points: No Limit)**
   Points = 5 points for every mile per hour that the 85th percentile speed of traffic exceeds the speed limit.

Bypass

1. **Volume** **(Max. Points: No Limit)**
   Points = Average Daily Traffic Volume / 50

2. **Frontage** **(Max. Points: No Limit)**
   Points = (# of residential units fronting the street) + (apartment frontage / 25 feet)

3. **Bypass Volume** **(Max. Points: No Limit)**
   Points = Daily Bypass Volume / 10

SUMMARY

Residents may request speed humps for their street by submitting a completed petition at any time during the year. The street segment is then evaluated and ranked according to the Program criteria. Newly ranked streets are added to the speed hump list and re-ranked for the next Transportation Programming Guide (TPG) cycle. The addition of new streets will result in a new ranking for streets already on the speed hump list.

Once a year, based on program funding, residents on the top ranked streets in each Council District are balloted to determine if the street will receive speed humps. Generally, the top two streets on the Parks/Schools list are also balloted. A second balloting cycle may be held if Program funds are available.

Streets that achieve the minimum balloted return rate of 25% and two-thirds favorable vote, receive their speed humps generally in the fall of the same year they are balloted.

Many of the streets on the Speed Hump list (12% or 11 of 94 streets) are also in a neighborhood that has applied for the City's Neighborhood Traffic Management Program (NTMP). This program takes into consideration the traffic concerns of an entire neighborhood rather than one street as the Speed Hump Program does. Depending on the ranking of a street, speed humps may be installed sooner as part of the NTMP traffic calming plan if approved by the neighborhood.

Additionally, if a street involved in a NTMP project does not implement humps as part of the traffic calming plan for the neighborhood, that street may not be considered for further traffic calming measures such as speed humps for a minimum of one-year after the NTMP project has been closed. After that time, residents on any street may request speed humps through the Speed Hump Program.

At the time of the printing of this TPG, there were 94 streets on the Speed Hump List (see Table I-1). A map showing the locations of the 5 highest ranked streets per Council District and the Parks and School locations is shown as Figure I-1.

TABLE I-1

YEAR 2008 - SPEED HUMP PROGRAM

2008 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
COUNCIL DISTRICT 1										
1	1	MAYBROOK DR	CLUB CENTER DR	BROOKMERE WY	RESID	29.16	37	25	28	**117.2**
2	1	STEMMLER DR	ARENA BL	FLORA SPRING WY	RESID	61.64	32	25	0	**96.64**
3	1	MYOTIS DR	MUTTONBIRD WY	DUCKHORN DR	RESID	24.12	32	25	18	**77.12**
4	1	AZUSA ST	MORELL ST	END (w)	RESID	6.42	31	25	38	**74.42**
5	1	THELMA AV	EL CAMINO AV	HAWK AV	RESID	19.96	32	25	17.1	**72.04**
6	1	WEISE WY	ERIN DR	FAIRWEATHER DR	RESID	7.16	31	25	30	**67.16**
7	1	TENAYA AV	NORTHGATE BL	NATOMA ST	RESID	6.32	31	25	29	**65.32**
8	1	PEBBLESTONE WY	TRUXEL RD	STONECREEK DR	RESID	12.9	31	25	21	**63.9**
9	1	WILSON AV	NORTHGATE BL	NORTHGLEN ST	RESID	9.5	31	25	22	**61.5**
10	1	MILL OAK WAY	TRUXEL RD	E CURVE	RESID	8.24	31	25	23	**61.24**
11	1	MILL OAK WAY	N CURVE	PEBBLEWOOD DR	RESID	7.98	31	25	22	**59.98**
12	1	TYNEBOURNE ST	BONFAIR AV	COLCHESTER AV	BYPASS	10.24	29	25	7	**57.94**
13	1	WOODRIDGE OAK WY[1]	TRUXEL RD	STONECREEK DR	RESID	6.36	29	25	31	**57.36**
14	1	GREENLEA AV[1]	REINER WY	THELMA AV	RESID	3.56	28	25	37	**55.56**
15	1	MONTVIEW WAY	EDMONTON DR	PEBBLEWOOD DR	RESID	11.94	30	25	17	**53.94**
16	1	WIESE WY[1]	ERIN DR	MENDEL WY	RESID	10.08	29	25	23	**53.08**
17	1	RUDGER WY[1]	ERIN DR	MENDEL WY	RESID	5.6	29	25	27	**52.6**
18	1	HAGGIN AV[1]	NORCROSS DR	NORMINGTON DR	RESID	5.94	28	25	20	**40.94**

[1] 85th percentile speed is less than 5mph over the posted speed and therefore location does not qualify for humps.

However, these streets are included on the Speed Hump Program list for monitoring purposes.

[2] Located in Neighborhood Traffic Management Program (NTMP) area.

Shaded cells indicate new locations since the publication of the 2006 TPG

TABLE I-1

YEAR 2008 - SPEED HUMP PROGRAM

2008 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
COUNCIL DISTRICT 2										
1	2	AUSTIN ST	GRACE AV	BELL AV	RESID	35.36	39	25	18	123.4
2	2	HAYES AV	TAYLOR ST	ALTOS AV	RESID	7.24	33	25	27	**74.24**
3	2	CANTERBURY RD	WOODLAKE DR	SOUTHGATE RD	BYPASS	12.88	28	25	8	**73.28**
4	2	BALSAM ST	NORTH AV	HARRIS AV	BYPASS	13.58	30	25	20	**71.48**
5	2	BOLLENBACHER AV	KELTON WY	LOVELAND AV	RESID	9.66	32	25	24	**68.66**
6	2	ARCADE BLVD	FAIRFIELD ST	ALTOS AV	RESID	15.52	30	25	26	**66.52**
7	2	STANDRICH ST	GUNNISON AV	BELL AV	RESID	14.98	32	25	16	**65.98**
8	2	BERTHOUD ST	BAUMGART WY	NORWOOD AV	RESID	7.48	31	25	26	**63.48**
9	2	VINCI AV[2]	ACME AV	DRY CREEK RD	RESID	4.08	32	25	22	**61.08**
10	2	LAS PALMAS AV[2]	BRANCH ST	DEL PASO BL	RESID	10.08	32	25	12	**57.08**
11	2	WIND CREEK DR[1]	HUNTER CREEK DR	WIND CREEK DR	RESID	6.32	29	25	21	**47.32**
12	2	BRECKENRIDGE WY[1]	BOLLENBACHER AV	GUNNISON AVE	RESID	3.62	28	25	25	**43.62**
13	2	CALLECITA ST[1]	ARCADE BL	SONOMA AV	RESID	5.5	28	25	23	**43.5**

[1] 85th percentile speed is less than 5mph over the posted speed and therefore location does not qualify for humps.

However, these streets are included on the Speed Hump Program list for monitoring purposes.

[2] Located in Neighborhood Traffic Management Program (NTMP) area.

Shaded cells indicate new locations since the publication of the 2006 TPG

TABLE I-1

YEAR 2008 - SPEED HUMP PROGRAM

2008 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
COUNCIL DISTRICT 3										
1	3	MODDISON AV	SANDBURG DR	CARLSON DR (N)	RESID	47.52	36	25	51	**153.52**
2	3	D ST	41ST ST	LA PURISSIMA WY	RESID	32.8	32	25	28	**95.8**
COUNCIL DISTRICT 4										
1	4	27TH AV	ELMER WY	NOONAN DR	RESID	24.66	30	25	21	**70.66**
2	4	FLINTWOOD WY	HAVENHURST DR	REICHMUTH WY	RESID	4.14	32	25	25	**64.14**
3	4	MC CLATCHY WY	MUIR WY	FREEMONT WY	RESID	6	30	25	24.82	**55.82**
4	4	THEO WY	EUCLID AVE	W CURVE	RESID	3.86	30	25	25	**53.86**
COUNCIL DISTRICT 5										
1	5	23RD ST	24TH AV	IRVIN WY	RESID	11.84	31	25	31	**72.84**
2	5	3RD AV[1,2]	21ST ST	24TH ST	RESID	12.36	28	25	45	**72.36**
3	5	EDNA ST	24TH ST	26TH ST	RESID	7.36	32	25	29	**71.36**
4	5	DANA WY	FRUITRIDGE RD	34TH AV	RESID	5.08	31	25	36	**71.08**
5	5	HALDIS WY	23RD ST	24TH ST	RESID	4.44	32	25	31	**70.44**
6	5	59TH AV	16TH ST	CROMWELL WY	RESID	4.46	31	25	35	**69.46**
7	5	JEFFERY AV[2]	SUTTERVILLE RD	WILMINGTON AV	RESID	7.36	30	25	36	**68.36**

[1] 85th percentile speed is less than 5mph over the posted speed and therefore location does not qualify for humps. However, these streets are included on the Speed Hump Program list for monitoring purposes.

[2] Located in Neighborhood Traffic Management Program (NTMP) area.

Shaded cells indicate new locations since the publication of the 2006 TPG

TABLE I-1

YEAR 2008 - SPEED HUMP PROGRAM

2008 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
8	5	7TH AV[1,2]	33RD ST	37TH ST	RESID	8.58	28	25	40	**63.58**
9	5	39TH AV	24TH ST	26TH ST	RESID	6.52	30	25	30	**61.52**
10	5	28TH ST	26TH AV	29TH AV	RESID	8.94	32	25	17	**60.94**
11	5	43RD ST[1,2]	2ND AV	4TH AVE	RESID	10.54	29	25	28	**58.54**
12	5	FLORIN RD FRONTAGE	CROMWELL WY	20TH ST	RESID	5.06	33	25	12	**57.06**
13	5	59TH ST	27TH AV	FRUITRIDGE RD	RESID	7.78	30	25	24	**56.78**
14	5	42ND ST[1,2]	2ND AV	4TH AV	RESID	10.08	29	25	25	**55.08**
15	5	SAMPSON BL[1]	MC GLASHEN ST	FRUITRIDGE RD	RESID	3.58	28	25	29	**47.58**
16	5	32ND ST[1,2]	6TH AV	10TH AV	RESID	5	28	25	13	**33**
17	5	DEEBLE ST[1,2]	24TH AV	21ST AV	RESID	7.86	28	25	10	**32.86**

COUNCIL DISTRICT 6

1	6	PANTANO DR[2]	PRADERA MESA DR	ELDER CREEK RD	RESID	22.62	31	25	31	**83.62**
2	6	SUNRISE SOUTH DR[2]	ROCK CREEK WAY	ELDER CREEK RD	RESID	24.64	33	25	18	**82.64**
3	6	TIERRA ARBOR WY	TIERRA GREEN WY	PONY TRAIL WY	RESID	4.2	32	25	30	**64.2**

[1] 85th percentile speed is less than 5mph over the posted speed and therefore location does not qualify for humps. However, these streets are included on the Speed Hump Program list for monitoring purposes.

[2] Located in Neighborhood Traffic Management Program (NTMP) area.

Shaded cells indicate new locations since the publication of the 2006 TPG

TABLE I-1

YEAR 2008 - SPEED HUMP PROGRAM

2008 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
COUNCIL DISTRICT 7										
1	7	DEERGLEN WY	RED DEER WY	DEER HILL DR	BYPASS	41.28	27	25	32	**137.2**
2	7	LAKEFRONT DR	STILLBREEZE DR	BRIDGEBAY DR	RESID	25.98	32	25	36	**96.98**
3	7	POCKET RD	PARK RIVIERA WY	HARMON DR	RESID	9.22	37	30	27	**71.22**
4	7	LA CASTANA WY	LA SOMBRA WY	LA ALEMENDRA WY	RESID	3.94	30	25	30	**58.94**
5	7	DRIFTWOOD ST	SURFSIDE WY	HARMON WY	RESID	8.32	31	25	19	**57.32**
6	7	LA SOLANA WY	VALLEY HI DR	TORRENTA WY	RESID	7.8	31	25	15	**52.8**
7	7	GREAT SMOKEY ST	PEDRICK ST	RICHON DR	RESID	3.7	30	25	26	**54.7**
8	7	ORENZA WY	MONTRIL WY	SAN SEBASTIAN WY	RESID	8.5	30	25	11	**44.5**
COUNCIL DISTRICT 8										
1	8	ONEIL WY	19TH ST	21ST ST	RESID	7.12	33	25	26	**73.12**
2	8	PORTWOOD WY	JACINTO AV	MILBORO WY	RESID	8.32	31	25	34	**72.32**
3	8	COTTONTAIL WY	MANDY DR	ELBOW	RESID	5.32	32	25	31	**71.32**
4	8	ONEIL WY	TAMOSHANTER WY	21ST ST	RESID	8.24	31	25	33	**71.24**
5	8	BENBOW ST	65TH AV	68TH AV	RESID	6.08	31	25	31	**67.08**
6	8	CASA LINDA DR[2]	FLORES WAY	TWILIGHT DR	RESID	11.06	32	25	20	**66.06**

[1] 85th percentile speed is less than 5mph over the posted speed and therefore location does not qualify for humps. However, these streets are included on the Speed Hump Program list for monitoring purposes.

[2] Located in Neighborhood Traffic Management Program (NTMP) area.

Shaded cells indicate new locations since the publication of the 2006 TPG

TABLE I-1

YEAR 2008 - SPEED HUMP PROGRAM

2008 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
7	8	WAKEFIELD WY[2]	CROMWELL WY	17TH ST	RESID	5.38	33	25	20	**65.38**
11	8	TILDEN WY[1]	21ST ST	68TH AV	RESID	4.9	28	25	39	**58.9**
12	8	69TH AV[2]	AMHERST ST	SCHREINER ST	RESID	7.14	31	25	20	**57.14**
13	8	SCHREINER ST[2]	CARELLA DR	69TH AV	RESID	6.26	31	25	20	**56.26**
14	8	WAKEFIELD WY[1,2]	CROMWELL WY	63RD AV	RESID	6.68	29	25	29	**55.68**
15	8	KIRK WY	COLLINGWOOD WY	THAMOSHANTER WY	RESID	9.6	30	25	20	**54.6**
16	8	BALFOUR WY[1]	68TH AV	POIRIER WY	RESID	10.18	29	25	23	**53.18**
17	8	KIRK WY	21ST ST	COLLINGWOOD ST	RESID	9.6	30	25	18	**52.6**
18	8	18TH ST[1]	MATSON WY	KIRK WY	RESID	4.58	29	25	28	**52.58**
19	8	HOLLYBROOK DR[1]	FALMOUTH WY	PORT HAYWOOD WY	RESID	4.34	28	25	29	**48.34**
20	8	22ND ST[1]	65TH AV	67TH AV	RESID	3.58	29	25	24	**47.58**
21	8	SAMOS WY[1]	WEST END	MACK RD	RESID	5.7	28	25	22	**42.7**
22	8	HERMES CR[1]	MARATHON CT	EAST ELBOW	RESID	2.76	28	25	24	**41.76**

[1] 85th percentile speed is less than 5mph over the posted speed and therefore location does not qualify for humps.

However, these streets are included on the Speed Hump Program list for monitoring purposes.

[2] Located in Neighborhood Traffic Management Program (NTMP) area.

Shaded cells indicate new locations since the publication of the 2006 TPG

TABLE I-1

YEAR 2008 - SPEED HUMP PROGRAM

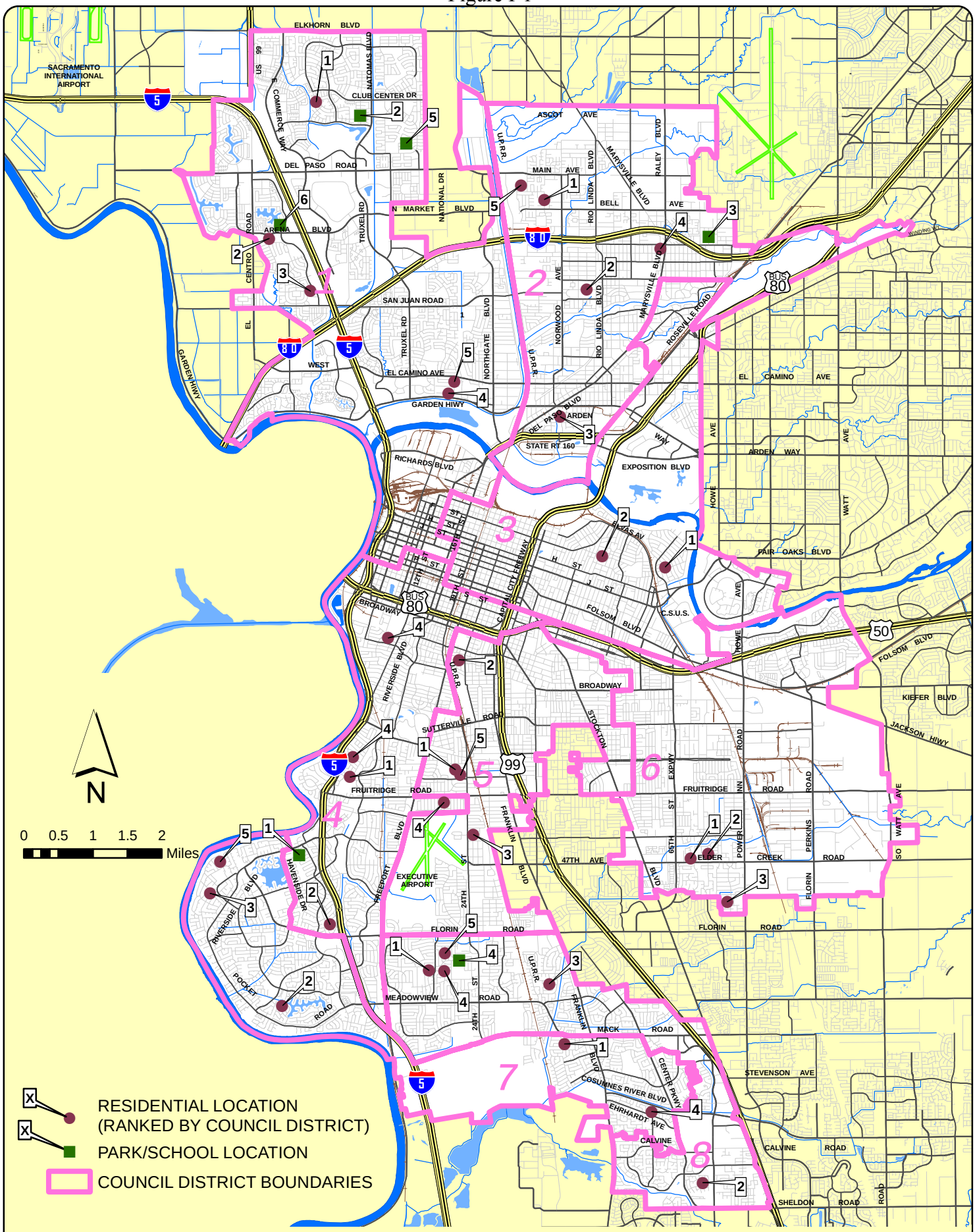
2008 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
PARKS AND SCHOOLS										
1	4	PARKLIN AV	HAVENSIDE DR	GREENHAVEN DR	PK&SCH	5.72	34	25	53	**103.72**
2	1	BANFIELD DR[2]	NEW HAMPSHIRE WY	MINDEN WY	PK&SCH	16.88	37	25	24.8	**101.64**
3	2	DAYTON ST	RENE AV	NORTH AV	PK&SCH	7.14	34	25	41.6	**93.74**
4	8	68TH AV	WILLOWWICK WY	BALFOUR WY	PK&SCH	45.38	30	25	19	**89.38**
5	1	BAINES AV[1]	CURVE (NORTH)	NORTH BEND DR	PK&SCH	11.04	31	25	30.4	**71.44**
6	1	WINDSONG ST[1]	WINDCATCHER CT	GOOSE HAVEN CT	PK&SCH	5.28	26	25	48.52	**58.8**

[1] 85th percentile speed is less than 5mph over the posted speed and therefore location does not qualify for humps. However, these streets are included on the Speed Hump Program list for monitoring purposes.

[2] Located in Neighborhood Traffic Management Program (NTMP) area.

Shaded cells indicate new locations since the publication of the 2006 TPG

Figure I-1



SPEED HUMP LOCATIONS RANKED 1-5 PER COUNCIL DISTRICT AND PARKS AND SCHOOLS LOCATIONS

TRAIN HORN QUIET ZONES PROGRAM

INTRODUCTION

On April 27, 2005, the Federal Railroad Administration (FRA) published an interim final rule that requires locomotive horns be sounded while trains approach and enter public highway-rail grade crossings. The final rule contained an exception to the above requirement in circumstances in which there is not a significant risk of loss of life or serious personal injury, use of the locomotive horn is impractical, or safety measures fully compensate for the absence of the warning provided by the locomotive horn. Communities that qualify for this exception may create "quiet zones" within which locomotive horns would not be routinely sounded. Applying for quiet zones would require the City, at certain instances, to fund and implement certain improvements at railroad crossings.

On April 13 2004 and on July 27, 2004 were directed by City Council to consider evaluation criteria reflecting train horn impacts on residential areas giving priority for areas that are impacted the most.

GOAL AND POLICY

The Train Horn Quiet Zones Program is consistent with the following City of Sacramento General Plan (adopted January 19, 1988, reflects City Council Amendments through September 2000) goals and policies:

Overall Goal:
Protect the public from detrimental sources that are within the City's ability and responsibility to regulate.

Goal:
Reduce noise levels in areas where noise exposure presently exceeds the standards set fourth in the general plan.

Policy
Encourage the incorporation of the latest noise control technologies in all projects.

The Major Street Improvements Program is consistent with the following City of Sacramento Strategic Plan goals:

PROJECT LIST DEVELOPMENT

Eligibility Criteria

Crossings that are subject to the applicability of the Train Horn Rule are the only crossings that are considered for the Train Horn Quiet Zones. Railroad spurs are not included in the

list of crossings. The Train Horn Rule does not apply to railroads exclusively operating freight trains on tracks which are not part of the general railroad system; passenger railroads that operate only on tracks which are not part of the general railroad system of transportation and which operate at a maximum speed of 15 mph; and rapid transit operations within an urban area that are not connected to the general railroad system of transportation.

PROJECT RANKING PROCESS

Train Horn Quiet Zones are ranked using one criteria: **Person Sounding (PS)**.

The PS is an objective criterion to measure the relative impact on the affected population. The PS is calculated for each crossing by multiplying the Number of Trains by Persons. There is no maximum score.

Number of Trains: The daily number of trains that crosses over a specific crossing.

Persons: Number of people who lives within 1.5 miles from specific crossing.

SUMMARY

The Train Horn Quiet Zone ranked crossings listing is presented in Table J-1. A column has been added to this list indicating the status of the application for Train Horn Quiet Zone for the crossings. Figure J-1 shows the approximate location of these projects.

There were no new crossings added to this year's list.

The Main Avenue Crossing was deleted. The Main Avenue Bridge Replacement Project at Magpie Creek, completed in 2007, separated the grade at the railroad.

TABLE J-1

YEAR 2008 - TRAIN HORN QUIET ZONES RANKED LIST

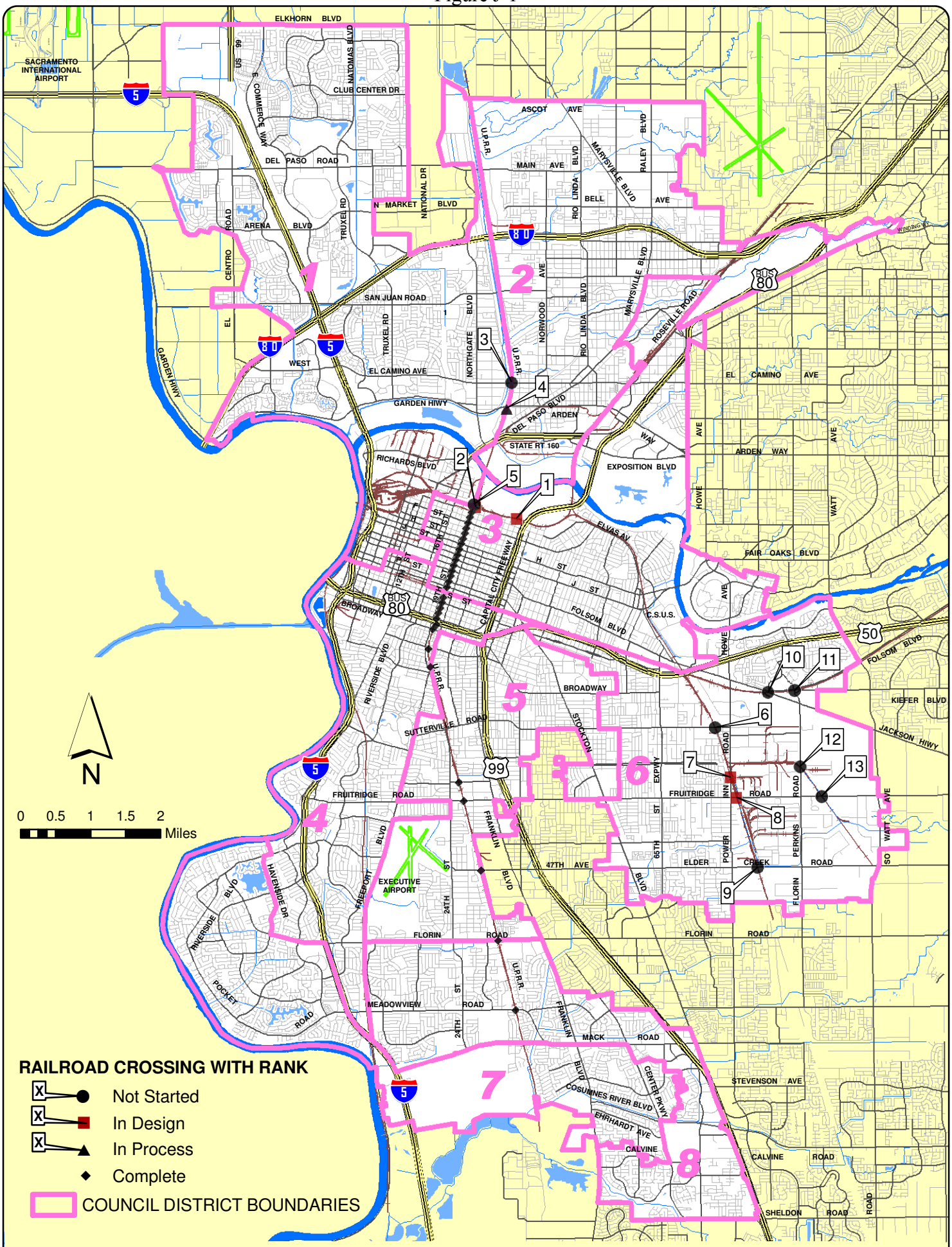
2008 Rank	2006 Rank	Council District	Street	Notes	Line	Soundings	Persons	Person Sounding
1	1	3	28th St	In Design	Line 4	42	47000	1982000
2	2	3	20th St	In Design	Line 3	42	46000	1943000
3	4	1,2	West El Camino Ave		Line 1 N C	23	52000	1206000
4	5	1,2	Bicycle Path	In Process	Line 1 N C	23	49000	1124000
	6	3	Q St	Complete	Line 1 S C	12	64000	769000
	7	4	V St	Complete	Line 1 S C	12	64000	767000
	8	4	S St	Complete	Line 1 S C	12	63000	755000
	9	4	T St	Complete	Line 1 S C	12	63000	755000
	10	4	W St	Complete	Line 1 S C	12	63000	751000
	11	4	20th St - Broadway	Complete	Line 1 S C	12	62000	745000
	12	3	P St	Complete	Line 1 S C	12	62000	745000
	13	8	Meadowview Rd	Complete	Line 1 S C	12	60000	721000
	14	4,5	21st St	Complete	Line 1 S C	12	60000	720000
	15	4	X St	Complete	Line 1 S C	12	59000	706000
	16	4	Second Ave	Complete	Line 1 S C	12	59000	705000
	17	3	O St	Complete	Line 1 S C	12	59000	703000
	18	3	N St	Complete	Line 1 S C	12	57000	686000
	19	3	Capitol Ave - M St	Complete	Line 1 S C	12	56000	668000
5	20	3	Private Crossing East 20th St, N. C St		Line 4 to 1	14	46000	648000
	21	3	K St	Complete	Line 1 S C	12	54000	644000
	22	5,8	Florin Rd	Complete	Line 1 S C	12	54000	643000
	23	3	L St	Complete	Line 1 S C	12	53000	635000
	24	3	I St	Complete	Line 1 S C	12	52000	625000
	25	3	J St	Complete	Line 1 S C	12	52000	623000
	26	3	H St	Complete	Line 1 S C	12	49000	588000
	27	5	47th Ave	Complete	Line 1 S C	12	49000	585000
	28	3	G St	Complete	Line 1 S C	12	48000	581000
	29	5	Fruitridge Rd	Complete	Line 1 S C	12	46000	553000
	30	3	D St	Complete	Line 1 S C	12	46000	550000
	31	3	F St	Complete	Line 1 S C	12	46000	549000

TABLE J-1

YEAR 2008 - TRAIN HORN QUIET ZONES RANKED LIST

2008 Rank	2006 Rank	Council District	Street	Notes	Line	Soundings	Persons	Person Sounding
	32	5	26th Ave	Complete	Line 1 S C	12	46000	548000
	33	3	C St	Complete	Line 1 S C	12	45000	544000
	34	3	E St	Complete	Line 1 S C	12	44000	528000
6	35	6	14th Ave		Line 2	12	41000	497000
7	36	6	Power Inn Rd	In Design	Line 2	12	36000	436000
8	37	6	Fruitridge Rd	In Design	Line 2	12	32000	381000
9	38	6	Elder Creek Rd		Line 2	12	26000	306000
10	39	6	Jackson		Line 5	2	25000	51000
11	40	6	Kiefer		Line 5	2	22000	43000
12	41	6	Florin Perkins Rd		Line 6	1	19000	19000
13	42	6	Fruitridge Rd		Line 6	1	12000	12000

Figure J-1



TRAIN HORN QUIET ZONE PROJECTS

DEVELOPMENT DRIVEN

INTRODUCTION:

The projects presented in the ten program areas of the 2008 Transportation Programming Guide are not fully funded; therefore, they are prioritized so available public funds can be programmed consistently with City transportation priorities. However, there are also many projects in the City that are funded or have funding mechanisms in place; many of these are funded primarily from non-public sources. These projects are an integral part of the City's overall transportation system, and their inclusion in this document helps provide a more comprehensive picture of the City's transportation needs. Planned projects are presented below for the following areas:

- North Natomas
- River District (Richards Boulevard)/Railyards Area
- Granite Regional Park
- South Natomas
- Delta Shores

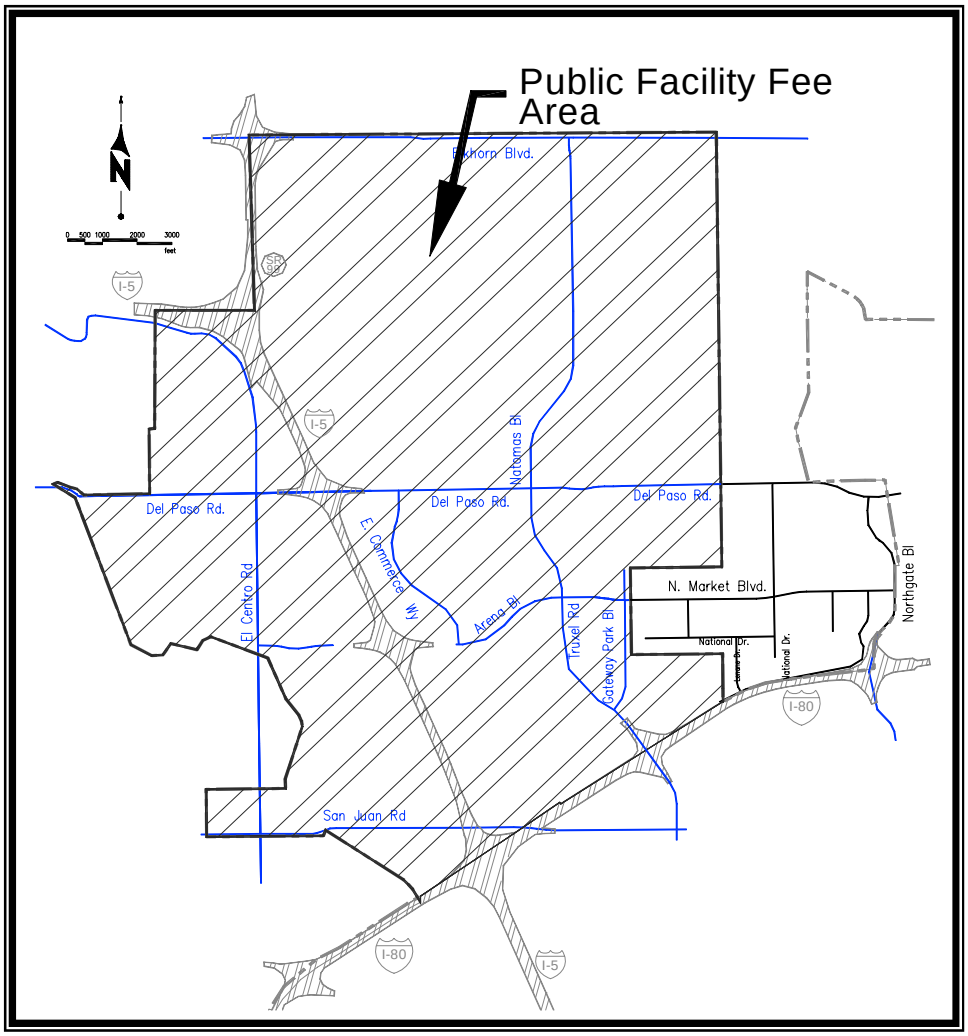
In addition to these projects, public improvements such as traffic signals or intersection modifications may be required as a condition of approval for other privately funded development projects.

NORTH NATOMAS

This section will summarize transportation projects needed to support development activity in North Natomas. Some of the improvements are funded as part of City's Capitol Improvement Program while others are being built by private landowners. A number of transportation improvements in North Natomas will be funded by the North Natomas Public Facility Fee.

The Public Facility Fee (PFF) was established with the adoption of the North Natomas Financing Plan. The plan was first approved in 1994, and was updated in 2005. The PFF area includes nearly the entire North Natomas Community Plan, as shown in Figure K-1. The PFF will ultimately fund approximately $196 million in transportation system improvements. Payment of the PFF is required of all private development projects in North Natomas. The fee is structured to insure that basic infrastructure is in place when needed for the development, the cost of major infrastructure is distributed equally among the property owners, and each developer pays a fair-share for necessary infrastructure.

Figure K-1: Public Facility Fee Area
Improvements funded by the Public Facility Fee



The PFF will fund a variety of transportation improvements. These improvements are needed to accommodate build-out of the community plan area, promote the use of alternate travel modes, and provide recreational opportunities. The planned improvements include:

- Off-street Bikeways
- Freeway improvements
- Traffic signals
- Road & Freeway Landscaping
- Shuttle Busses
- Major Roads
- Bridges

Provision of Infrastructure Through the Public Facility Fee

Improvements funded by the PFF may be constructed in several ways. Improvements may be built by the City, using PFF revenues, by private developers as part of their development project(s) or through establishment of Community Facility Districts and/or Assessment Districts. Private landowners that construct improvements included in the PFF program will be reimbursed for the costs of those improvements.

Transportation Improvements in North Natomas

Improvements in North Natomas will be constructed as needed to accommodate build-out of the community plan area. These improvements will be built over the next 30 years and in response to development activity. A number of factors are considered in estimating the relative timing of improvement projects. These considerations for North Natomas are shown in Table K-1 (listed in no particular order except for safety).

TABLE K-1

PUBLIC FACILITY FEE PROJECT SELECTION CONSIDERATIONS	
• Public safety	• Feedback from Council and City offices
• Support economic development	
• Close a gap in transportation network	• Aesthetics and livability
• Environmental mitigation	• Promote alternate travel modes
• Accommodate traffic growth	• Community feedback
• Available funding	• Discussions with landowners

Table K-2 lists all of the major transportation improvements currently planned for North Natomas. Costs shown are estimates and need update/ verification.

TABLE K-2

North Natomas - Major Transportation Projects			
Project Description	**Location & Description**	**Cost**	**City Funds Req'd?**
Freeway Improvements			
Northgate Interchange	Improve WB Off Ramp	$4,281,000	Yes
Del Paso Interchange	Auxiliary Lane @ SB Loop on Ramp	$867,000	Yes
I-80/I-5 Interchange	Ramp for EB to NB Traffic	$17,121,000	Yes
Elkhorn/SR99 Interchange	Widen Existing Interchange	$11,909,000	Yes
W El Camino /I-80 Interchange	Widen Existing Interchange	$23,000,000	Yes
I-80 @ Northgate to 1-5	HOV/Mainline Lane	$5,707,000	Yes
I-5 @ Del Paso to I-80	HOV/Mainline Lane	$5,707,000	Yes
99 @ Elkhorn to I-5	HOV/Mainline Lane	$1,141,000	Yes
I-5 @ 99 Junction to Del Paso NB	HOV/Mainline Lane	$857,000	Yes
I-80 @ I-5 to W. El Camino	HOV/Mainline Lane	$2,283,000	Yes
Snowy Egret Way OC	New Freeway over crossing south of Del Paso Rd	$3,397,000	Yes
Natomas Crossing OC	New Freeway over crossing south of Arena Boulevard	$2,103,000	Yes
El Centro OC	New freeway overdressing north of Del Paso Road	$2,103,000	Yes
Meister Way OC	New freeway overdressing south of Elkhorn Boulevard	$3,397,000	Yes
Freeway Landscaping			
Freeway Landscaping	Landscaping along freeways	**$7,431,490**	No
Subtotal - Freeways		**$116,237,395**	
Major Roads			
Snowy Egret Way	New 4-lane south of Del Paso Rd, El Centro Rd to E. Commerce Way	$2,855,664	Yes
Club Center Dr.	4-lanes, Natomas Bl to Danbrook Dr.	$499,512	Yes
Del Paso Road – South Side	6-lanes, East Drain Canal to City Limit on East	$415,358	Yes
East Commerce Way	6-lanes, Club Center Dr to Del Paso Rd	$8,248,984	Yes
East Commerce Way	6-lanes, Arena Blvd to Natomas Crossing Dr	$3,,374,405	Yes
East Commerce Way	4-lanes, Natomas Crossing Dr to San Juan Rd	$3,104,862	Yes
El Centro Road	4-lanes, Del Paso Rd to Arena Bl	$5,768,050	Yes
El Centro Road	4-lanes, Arena Bl to San Juan Rd	$6,854,679	Yes
Elkhorn Bl	6-lanes, SR-99 to City Limit on East	$16,071,912	Yes
Natomas Crossing Dr	2+ lanes, Duckhorn Dr to El Centro Road	$4,340,716	Yes
Natomas Crossing Dr	4-lanes, Truxel Road to Innovator Dr	$549,153	Yes
Regional Park Commuter St	2-lanes, Northborough Dr to Natomas Bl	$2,926,889	Yes
Library St	2-lanes, Del Paso Road to New Market Dr	$1,008,928	Yes
El Centro Road	6-lanes, Del Paso Road to Bayou Road	$2,243,063	Yes

North Natomas - Major Transportation Projects			
Project Description	**Location & Description**	**Cost**	**City Funds Req'd?**
Interstate 5	Interstate 5 Water Main Crossing	$1,348,215	Yes
Natomas Crossing Dr	4-lanes, I-5 to East Commerce Way	$77,875	Yes
Landscaping at East Drain Canal	Natomas Bl	$108,849	Yes
Natomas Crossing Dr	4-lanes, Duckhorn Dr to I-5	$199,345	Yes
Subtotal - Major Roads		**$135,602,886**	Yes
Signals			
55 Signals, 14 will include PFF funding	Various Locations in North Natomas	**$10,607,923**	No
Bridges			
Bridge Cross Dr @ East Drain	Roadway Crossing @ East Drain	$666,725	No
Terracina Dr @ East Drain	Roadway Crossing @ East Drain	$697,453	No
Del Paso Road @ East Drain	Widen Crossing on westbound side	$1,367,007	No
Elkhorn Blvd @ East Drain	Roadway Crossing @ East Drain	$1,367,007	No
El Centro Road @ West Drain	Roadway Crossing @ West Drain	$1,032,230	No
San Juan Road @ West Drain	Roadway Crossing @ West Drain	$697,453	No
Natomas Crossing Dr @ West Drain	Roadway Crossing @ West Drain	$1,032,230	No
Subtotal - Bridges		**$9,666,608**	
Bicycle and Transit Facilities			
Off-street Bikeway Crossings	Crossings of freeway, canals and streets, various locations	$9,829,270	Yes
Off-Street Bikeways	Various	$5,371,790	No
Shuttle Buses (10)	Local Shuttles	$1,205,852	No
Subtotal - Alternate Modes		**$16,406,912**	
Total North Natomas Major Transportation Projects		**$288,521,724**	

RIVER DISTRICT (RICHARDS BOULEVARD)/RAILYARDS AREA

INTRODUCTION

This section of the Transportation Programming Guide will summarize a variety of improvements being constructed in the River District (Richards Boulevard) and Railyards planning districts. Some of the improvements are funded as part of the City's Capital Improvement Program, while others will be built by private landowners. A number of the public improvements in the River District (Richards Boulevard) and Railyards areas will be funded by the River District/Richards Boulevard/Downtown Area transportation fee program.

The River District (Richards Boulevard)/Railyards Area Infrastructure Finance Plan was adopted on September 30, 1997 (Resolution 97-557). The Plan established a method for funding the public facilities identified in the River District/Railyards Area Facility Element, and the fee program is composed of both a transportation impact and a public facility fee. The public facilities fee, which covers facilities such as new fire and police stations, parks, schools, etc. is not discussed in this section. The total cost of the Railyards/River District (Richards Boulevard) Area infrastructure plan is currently under review. The Facility Plan calls for build out of the areas over a 35-year period (although build out will likely occur over a long period of time).

Overview of the Transportation Facility Fee

The Transportation Impact Fees anticipated to be collected over the build out of the plan will fund the following categories of transportation improvements

- Construction of new arterial roadways
- Major arterial roadway widening
- Freeway improvements
- Rail/Transit improvements (intermodal station, light rail)

Payment of the Transportation Impact Fee is required of all private new construction projects in the Railyards, Richards Boulevard, and Downtown benefit districts. The structure of the fee is intended to ensure that:

1. Existing development **does not** pay the fee.

2. Tenant improvements or changes in ownership **do not** trigger payment of fees.
3. All new development that will impact the transportation system and benefit from the improvements will be required to pay the fee.
4. Some exemptions from the fee program have been incorporated to promote adaptive reuse of federal, state, or locally listed historic structures.

The fee program (Table L-1) assigns the following transportation impact fees to new development:

TABLE L-1

Area Transportation Fee	Office Per sq. ft.	Hotel Per Room	Industrial Per sq. ft	Residential Per unit	Retail Per sq. ft.
Railyards Area	$7.22	$1,888.57	N/A	$3,801.93	$8.07
River District (Richards Blvd) Area	$7.46	$1,948.93	$2.71	$3,924.81	$8.21
Downtown Area	$1.54	$402.08	$0.55	$810.62	$1.70

Provision of Infrastructure Through the Transportation Facility Fee

Improvements funded by the fee program may be constructed in several ways. Improvements may be built by the City, using fee revenues and other available resources, or by private developers as part of their development projects. Private landowners may construct roadway improvements included in the fee program for which they will be reimbursed.

Improvements Funded by the Public Facility Fee

Improvements in the Railyards/River District (Richards Boulevard) Area will be constructed as needed to accommodate build-out of the community plan area. Generally, the construction of infrastructure has been identified to occur in ~~three~~ phases tied to various levels of development. The selection of projects has been accomplished through input from a number of sources, as outlined in Table L-2:

TABLE L-2

Transportation Facility Fee Project Selection Criteria	
Based on:	Identified through:
Accommodation of traffic growth	North-East Area Transportation Study Working Group
Available funding	Capitol Station District Board of Directors
Gaps in transportation network	Feedback from Council and City offices
Promotion/catalyst of development	7th Street Task Force
Leverage of public funding	North Central Business Access Study
	Railyards/Richards Blvd Finance Plan Working Group

Five Year List of Projects

Table L-3 is a list of projects anticipated to be funded partially or wholly from private development, and utilize the transportation impact fees. The improvements are seen as necessary "catalyst" to allow the first phase of private development to occur. Since there are insufficient redevelopment tax increment, or private capital resources, the fee program will play a minor role in achieving the initial transportation improvements in the next five years.

TABLE L-3

Five Year Project List			
Project	**Description**	**Responsible Entity**	**Projected Delivery Year**
Arterial Roadways			
5th Street Extension	4-lane roadway from H to Gateway Boulevard.	Development Driven	2010
6th Street Extension	2-lane roadway north from G Street to Railyards Boulevard.	Development Driven	2010
7th Street Extension Phase II	Expand 7th Street to four lane roadway (D Street to Richards Boulevard) and accommodate DNA light rail extension	Development /Regional Transit Driven	2010
H Street Extension	Construct 4 lane street between 2nd Street and 5th Street	Development Driven	2010
Freeways			
I-5/Richards Boulevard Interchange Improvements (Interim)	Improve capacity and operations of the Richards Boulevard/I-5 Interchange by modifying ramp widths, length and interface with local street grid	City	2010
I-5/I Street ramp reconstruction (West Sacramento access)	Reconstruct I-5 on-ramp at 3rd/I Street intersection	City	2010
Railyards Access Road	Create roadway connection from I-5 / Richards to Railroad Technology Museum	City / Developer	2010
Collector Roads			
G Street (5th – 7th St) Extension	Extend G Street once rail mainline track relocated	Development Driven	2010
North 7th Street Widening (N. of Richards Blvd).	Widen 7th Street to four lanes north of Richards Blvd (Cannery Development Project)	Development Driven	2010
North 10th Street Reconstruction	Reconstruct N. 10th north of N. B St to Richards Blvd.	Development Driven	TBD
F Street (6th – 7th Street) Extension	Extend F St. as transit serving roadway to the SITF	Development Driven	2010
New Street	From N. 5th to N. 10th Street (Cannery and Continental Plaza developments)	Development Driven	2010
Vine Street	From N. 10th Street to North 5th	Developer	2010
Riverfront Drive	From N. 5th to N. 7th Street (Cannery Development Project	Development Driven	2010
Transit Facilities			
Mainline rail relocation – improvements associate with rail track relocation	Grade separated pedestrian crossings under rail tracks	Developer/ U.P.R.R.	2010

Five to Ten Year Project List

The five to ten year project list (shown in Table L-4) represents improvements that are largely driven by the level of private development.

TABLE L-4

Five to Ten Year Project List			
Project	**Description**	**Responsible Entity**	**Projected Delivery Year**
Arterial Roadways			
Railyards Blvd. Phase 1: Jibboom Street to North 7th Street Phase 2: North 7th Street to North 12th Street	Construct a collector from the intersection of North B/12th Street southwest to an intersection with Railyards Access Road. Includes the reconfiguration of the intersection of North B Street/North 12th Street	Development Driven	2012
Freeways			
I-5/Richards Blvd (Ultimate)	P.S.R., Environmental, and Design for potential split-diamond interchange	City	TBD
Collector Roads			
5th Street (N. of Richards)	Widen 5th Street	Development Driven	2010
Riverfront Drive.	Extension from 5th to Dreher St.	Development Driven	2012
N. 10th St.	Widen N. 10th north of Richards Blvd.	Development Driven	2012
Transit Facilities			
Sacramento Intermodal Transportation Facility	Construct Phase I passenger rail and intercity rail facility	City	2012
Downtown / Natomas / Airport LRT Extension	Extend LRT north from 7th and K to Richards Blvd.	Regional Transit	2010

NOTE: Project delivery years and project scopes are conceptual and will likely be updated.

Major Improvements to be Provided by Landowners

Private land owners must provide basic infrastructure needed to support each development. The extent, cost, timing, and location of those improvements cannot be specifically determined at this time. However, it is possible to reasonably forecast improvements based on the locations and nature of approved planned development, the trend in housing construction, and the new projects currently being reviewed by staff.

Anticipated development includes the following:

Railyards Planning Area

- Thomas Enterprise mixed-use development
- Construction of new north-south access when mainline rail tracks are relocated
- State Railroad Technology Museum in the Historic Shops buildings
- Sacramento Intermodal Transportation Facility
- The Downtown/Natomas/Airport light rail extension

River District (Richards Boulevard Area)

Construction of new streets as part of various private development projects related to approved and pending entitlement applications, including:

- Township 9 Planned Unit Development
- Discovery Center Office Park
- Continental Plaza Office Park
- Jibboom Street Power Station Building Redevelopment
- State Printing Plant site redevelopment

It is possible, and in some cases likely, that private landowners will opt to provide some of the improvements noted in the 5 year project list before they are programmed for construction by the City.

GRANITE REGIONAL PARK

Planned Unit Development (PUD)

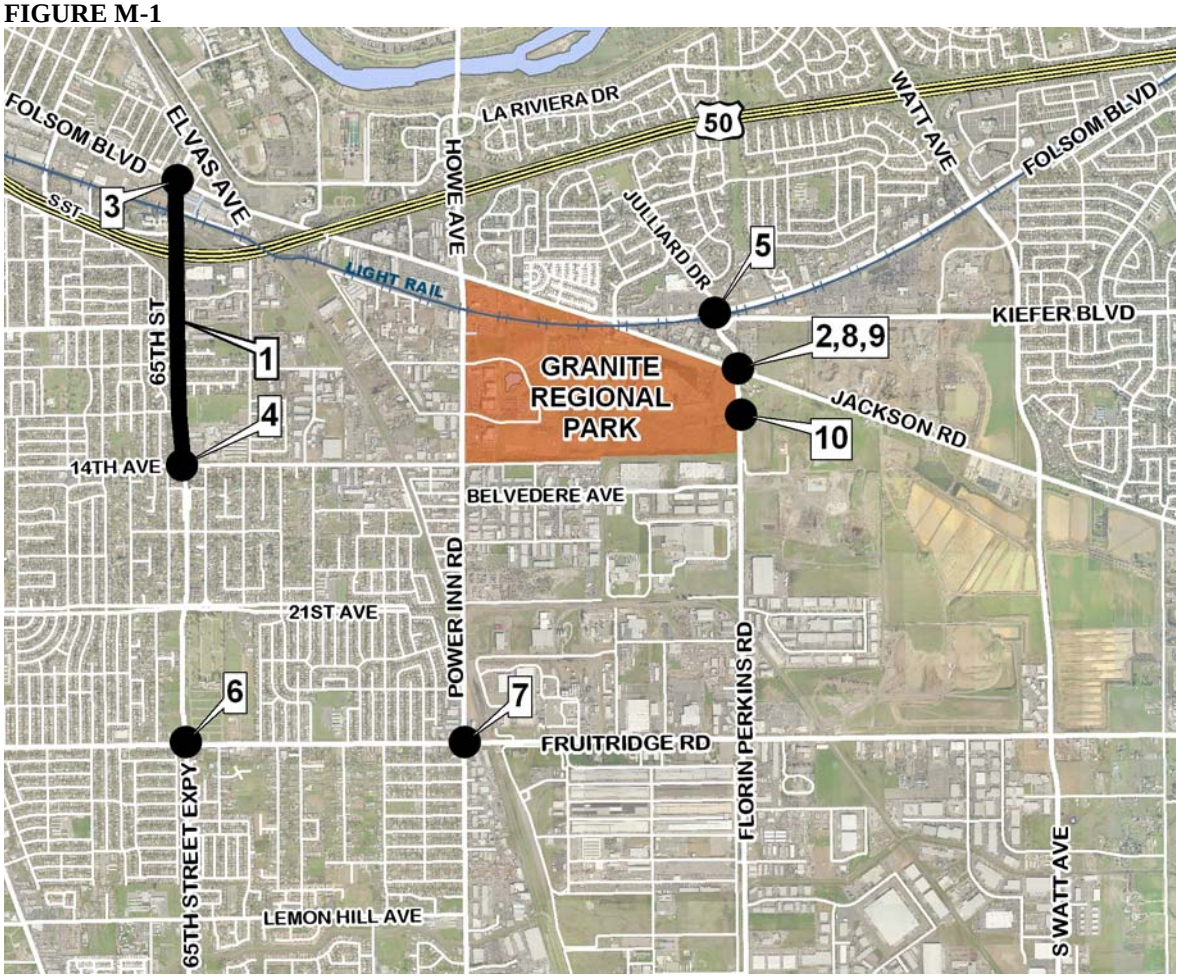
This section will summarize transportation projects needed to support development activity in the Granite Regional Park PUD. Development fees paid by the PUD and the City's Capital Improvement Program fund the improvements.

Transportation Improvements in Granite Park

Improvements in the Granite PUD will be constructed as needed to accommodate development activity over the next 30 years. The timing of specific improvement projects required in response to development activity is defined in the mitigation-monitoring plan for the PUD.

Table M-1 indicates the projects to be built by the City and private developers to be constructed pending available funding, and Figure M-1 depicts their locations.

FIGURE M-1



YEAR 2006 GRANITE REGIONAL PARK TRANSPORTATION PROJECTS

TABLE M-1

Ref #	Type of Project	Project	Description	Who Will Accomplish?	Estimated Cost	Some City Funds Required	Notes
1	Improvement	65th Street Improvements from 14th Ave to US 50 East Bound Ramps	65th Street from 14th Avenue to US 50 east bound ramps- construct third north bound through lane on 65th Street; US50 east bound ramps/ 65th Street- construct second east bound right turn lane; and 65th Street/Broadway- Construct exclusive east bound left turn lane. On 65th Street and 14th Avenue intersection- Add exclusive north bound right-turn lane, construct exclusive right turn lane and construct exclusive south bound left turn lane. On 65th Street and Folsom Boulevard intersection-Add exclusive north bound right turn lane and add exclusive west bound left turn lane.	City	$4,347,000	yes	The Department of Transportation is analyzing alternative improvements to this project as part of the 65th Street Station Area Study that could materially affect the scope of this project. Some of the improvements may have been or will be completed through private development.
2	Intersection	Florin Perkins Road/ Jackson Road	Construct second west bound exclusive left turn lane and construct north and south bound exclusive right turn lanes	Developer	$167,000	no	Project cost requires update/verification.
3	Intersection	65th Street/Folsom Boulevard	Construct a second left-turn lane westbound Folsom Boulevard to 65th Street.	Developer	$315,198	no	The Department of Transportation is analyzing alternative improvements to this project as part of the 65th Street Station Area Study that could materially affect the scope of this project. Project cost needs update/verification.
4	Intersection	65th Street/ 14th Avenue	Construct a separate northbound right-turn lane and implement a cycle length of 100 seconds	Developer	$92,338	no	Project cost requires update/verification.
5	Intersection	Folsom Boulevard /Julliard	Construct a 2nd westbound left turn lane Florin-Perkins and Folsom Boulevard. This pro	Developer	$160,225	no	Not included in the Folsom Boulevard Streetscape Master Plan. Project cost requires update/verification.
6	Intersection	65th Street /Fruitridge Road	Construct exclusive south bound left turn lane; construct exclusive east bound left turn lane; and construct exclusive west bound left turn lane	City	$331,500	yes	Project cost requires update/verification.
7	Intersection	Power Inn Road /Fruitridge Road	Construct additional east and west bound through lanes; construct west bound free right turn lane; and construct exclusive east bound left turn lane	City	$384,000	yes	Project cost requires update/verification.
8	Intersection	Florin Perkins Road/ Jackson Road	Construct second exclusive east and west left turn lanes and add second exclusive north bound left turn lane	City	$312,000	yes	Project cost requires update/verification.
9	Intersection	Jackson Road / Florin Perkins Road	Construct east bound exclusive right turn lane and construct north bound exclusive left turn lane	City	$208,000	no	Project cost requires update/verification.
10	Intersection	Florin Perkins Road/ E. Project Access	Construct new intersection with north bound exclusive left turn lane; east bound exclusive left turn lane; east bound exclusive right turn lane; and south bound free right turn lane.	Developer	$200,000	no	Project cost requires update/verification.

SOUTH NATOMAS

This section will summarize transportation projects planned for South Natomas. South Natomas is bounded by Garden Highway to the south, Interstate 80 on the west and north, and the Natomas East Main Drainage Canal on the east. The City Council has approved two funding programs for South Natomas: the South Natomas Community Infrastructure Fund (SNCIF) and the South Natomas Facilities Benefit Assessment District (FBA).

South Natomas Community Infrastructure Fund (SNCIF)

The South Natomas Community Infrastructure Fund (SNCIF) was established in 1983 through development agreements for three properties adjacent to Interstate 5: Metropolitan Center, Gateway Center and Corporate Center. This program established special fees paid by developers for construction of various capital improvements to partially mitigate the impact of new commercial construction within the South Natomas area. The SNCIF development agreements expired in 1993. New development in these areas now requires payment of SNCIF fees at the FBA rate.

South Natomas Facilities Benefit Assessment (FBA) District

The South Natomas Facilities Benefit Assessment (FBA) District was formed in 1990. All undeveloped or underdeveloped property within the South Natomas Community Plan area was included in the district, with the exception of property subject to the South Natomas development agreements. Fees are paid by developers and collected when building permits are issued.

The purpose of the FBA District was to provide funding for infrastructure needs and community enhancements within the South Natomas Community Plan area. At the time of district formation, the City Council adopted a list of twenty-one specific projects to be paid with FBA funds. This program will ultimately fund $16 million dollars in transportation improvements. The remaining nine project locations and descriptions are referenced in Table N-1 and depicted in Figure N-1.

Overview of the South Natomas Community Financing Plan

The transportation projects, which are being proposed for FBA and SNCIF funding, are basic assumptions of the 1988 South Natomas Community Plan. The environmental analysis for buildout of the area was done, assuming that all these transportation projects were constructed.

Future development in South Natomas will generate the need for new transportation systems as well as improvement of existing facilities to serve the additional growth of the community. FBA and SCNIF funding will partially or completely provide a freeway interchange, major roadway modifications, traffic signals, bridges, and portions of the bicycle system. In addition, other traffic signals and the over-width center portion of several major roads will be constructed using funding sources other than the FBA.

Portions of the needed public facilities will be constructed as part of the subdivision process by private development. The remaining portion of needed public facilities could be financed by the following alternative methods: Facilities Benefit Assessment (FBA), Acquisition Assessment Districts, Lighting and Landscaping Act District, Mello Roos, Fee Exactions, Developer Construction, and Major Street Construction Tax.

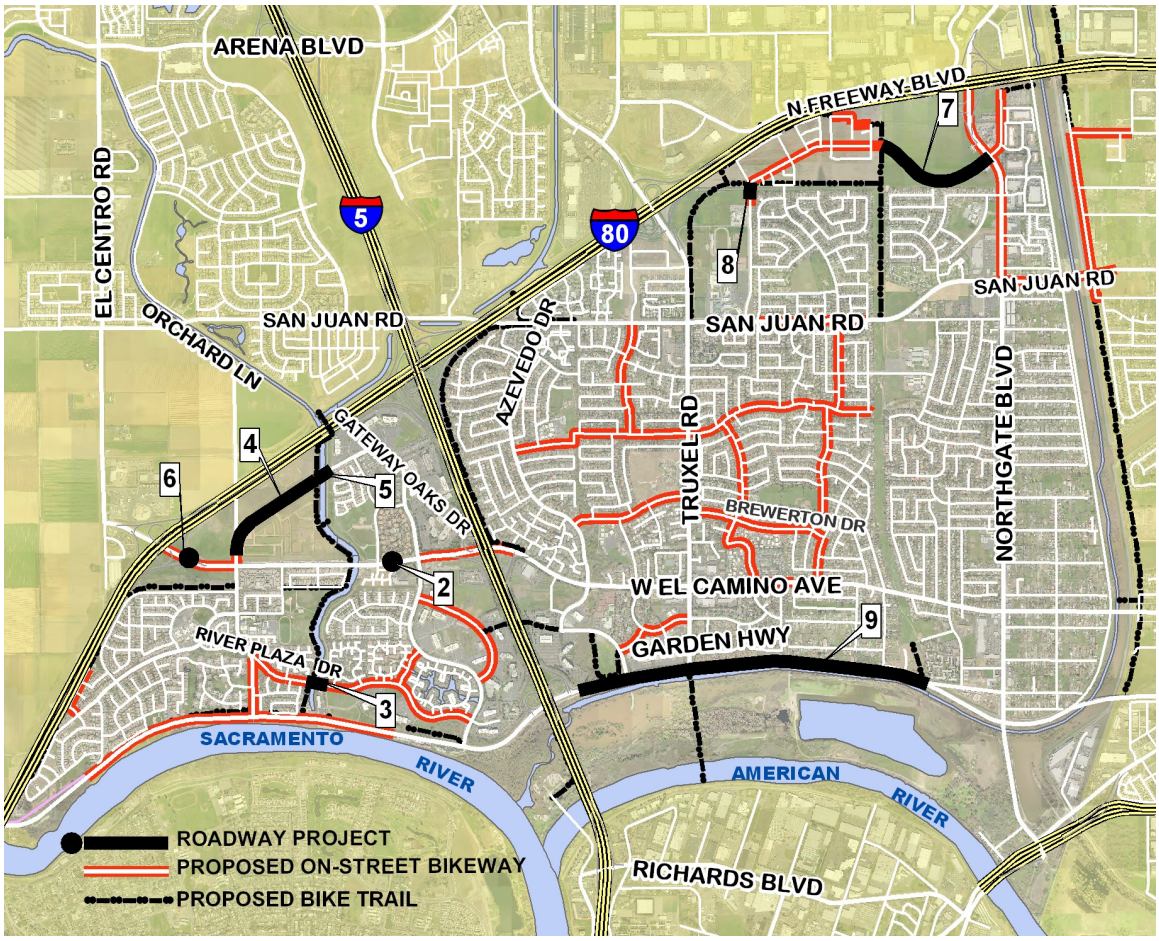
YEAR 2006 REMAINING SOUTH NATOMAS TRANSPORTATION PROJECTS

TABLE N-1

Ref #	Category	Project	Description	Who Will Accomplish?	Estimated Cost (1)	SNCIF Contribution	FBA Contribution	Some City Funds Required
1	Bicycle	Bikeway System	The South Natomas Community Plan includes off-street bike trails, on-street bikeways and bike/pedestrian bridges. The facilities not yet constructed are included in the Bicycle Section of this document.	City		$0	$2,000,000	no
2	Safety	West El Camino Signal at Fire Station	Construction of traffic signals at the intersection of West El Camino at Fire Station adjacent to Main Drain Canal	City	$375,000	$8,700	$55,500	no
3	Connectivity	River Plaza Drive Bridge	Construction of a four (4) lane conventional concrete bridge on River Plaza Drive over the Main Drainage Canal.	City	$6,000,000	$84,100	$535,100	no
4	Access	Gateway Oaks Drive West	Construct 2900 feet of the center portion of Gateway Oaks Dr on the west side of Main Drainage Canal	Developer	$2,100,000	$0	$0	no
5	Access	Gateway Oaks Drive Bridge	Construction of a four (4) lane vehicular bridge on Gateway Oaks Dr over the Main Drainage Canal.	City	$7,000,000	$56,000	$356,800	no
6	Delay Reduction	West El Camino/I-80 Ramp Signal	Construct traffic signals at West El Camino and I-80 ramps	City	TBD	$0	$0	no
7	Access	Fong Ranch Road	Extend existing Fong Ranch Road to Northgate Boulevard.	Developer		$0	$0	no
8	Access	Fong Ranch Road Bridge	Construct a four (4) lane conventional concrete bridge over an RD-1000 canal, south of I-80	Developer	$7,000,000	$24,400	$155,600	no
9	Delay Reduction	Garden Highway Widening	Widen Garden Highway to four lanes between I-5 and Northgate Blvd.	City	$35,000,000	$282,800	$1,800,300	no

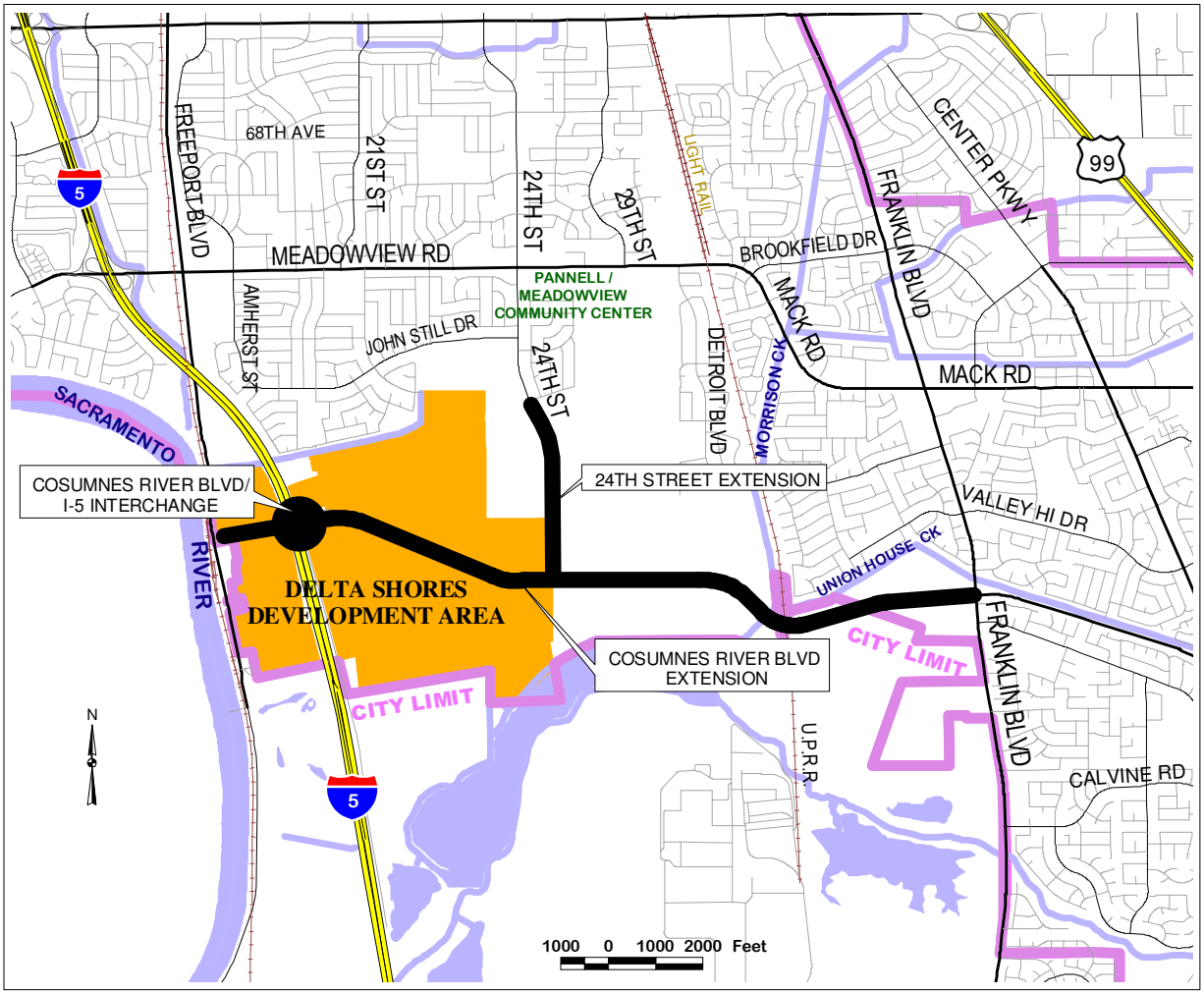
Costs are rough order of magnitude and will require updating

FIGURE N-1


ARENA BLVD
N FREEWAY BLVD
EL CENTRO RD
5
80
7
8
SAN JUAN RD
SAN JUAN RD
SAN JUAN RD
ORCHARD LN
AZEVEDO DR
GATEWAY OAKS DR
TRUXEL RD
NORTHGATE BLVD
4
6
5
BREWERTON DR
2
W EL CAMINO AVE
9
GARDEN HWY
RIVER PLAZA DR
3
SACRAMENTO
RIVER
AMERICAN
RIVER
RICHARDS BLVD
ROADWAY PROJECT
PROPOSED ON-STREET BIKEWAY
PROPOSED BIKE TRAIL

DELTA SHORES

Delta Shores is an 830 acre development area in the south end of the City. The site is located along both sides of Interstate 5 near the future Cosumnes Boulevard/ Interstate 5 interchange. The owner will likely be submitting an application for land use entitlements in the next six months to a year. Necessary major transportation improvements will likely include, the Cosumnes Boulevard / Interstate 5 interchange and extension, and the extension of 24th Street. Approximate locations of these projects are depicted in figure O-1. Other likely public improvements will include other street segments, signals, and bridges, drainage and other utility facilities, and regional, community, and neighborhood parks development. These improvements will be added to the Transportation Programming Guide and Capital Improvement Program as appropriate. A finance plan is currently being developed.

FIGURE O-1

DELTA SHORES AREA
MAJOR TRANSPORTATION IMPROVEMENT PROJECTS