CITY OF SACRAMENTO
TRANSPORTATION PROGRAMMING GUIDE
JUNE 2010

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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
- Bicycle Section
- Bridge Replacement and Rehabilitation
- Streetscape Enhancement
- Pedestrian Improvements
- Speed Lumps
- 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
- Jacinto Creek Planning Area (JCPA)
- 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 2010 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)/WalkSacramento

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MAJOR STREET IMPROVEMENTS PROGRAM

INTRODUCTION

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

Major Arterial: A four to six-lane street that serves longer distance trips and serves as the primary route for moving traffic through the city connecting urban centers, residential neighborhoods, and commercial centers to one another, or to the regional transportation network. Movement of people and goods, also known as "mobility," rather than access to adjacent land uses, is the primary function of an arterial street. These streets carry moderate-to-heavy vehicular traffic, low-to-high pedestrian and bicycle traffic, and moderate-to-high transit traffic. Typical major arterials have right-of-way widths of approximately 80 to 150 feet. Arterials configured as boulevards have right-of-way widths of approximately 90 to 180 feet.

Minor Arterial: A two-lane street that serves longer distance trips and provides access to the regional transportation system. These streets carry low-to moderate vehicular movement, low-to-high pedestrian and bicycle movements, and moderate-to-high transit movement. These roadways typically have high levels of access control. Typical minor arterial streets have right-of-way widths of approximately 50 to 90 feet.

Major Collector: A two to four-lane street that primarily provides movement between arterial streets and collector or local streets and, secondarily, provides access to abutting properties. These streets carry low-to-moderate vehicular movement, low-to-heavy pedestrian movement, moderate-to-heavy bicycle movement, and low-to-moderate transit movement. These roadways have medians and moderate access control. Typical major collector streets have right-of-way widths of approximately 60 to 120 feet.

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. 2030 General Plan adopted March 3, 2009.

GOALS AND POLICIES

The Major Street Improvements Program is consistent with the following City of Sacramento General Plan (adopted March 3, 2009) goals and policies:

Goal

Comprehensive Transportation System. Provide a transportation system that is effectively planned, managed, operated, and maintained.

Policies:

- Right-of-Ways - The City shall manage the use of transportation right-of-ways by all travel modes, consistent with the goal to provide Complete Streets.
- Travel System - The City shall manage the travel system to ensure safe operating conditions.
- Facilities and Infrastructure - The City shall effectively operate and maintain transportation facilities and infrastructure to preserve the quality of the system.

Goal

Multimodal System. Provide expanded transportation choices to improve the ability to travel efficiently and safely to destinations throughout the city and region.

Policy:

- LOS Standard. The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.

Goal

Barrier Removal. Improve system connectivity by removing barriers to travel.

Policy:

- Eliminate Gaps - The City shall eliminate "gaps" in roadways, bikeways, and pedestrian networks.
- Barrier Removal for Accessibility - The City shall remove barriers, where feasible, to allow people of all abilities to have access within and among infrastructure serving the community.
- Connections to Transit Stations - The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrianway improvements to be constructed within ½ mile of major transit stations. Transportation improvements in the vicinity of major transit stations shall emphasize the development of complete streets.
- Multi-Jurisdictional Transportation Corridors - The City shall work with adjacent jurisdictions to identify existing and future transportation corridors that should be linked across jurisdictional boundaries so that sufficient right-of-way may be preserved.

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 major roadway is substandard, its existing of future Level of Service (LOS) will fall below what is acceptable as described in the 2030 General Plan, lanes are of substandard width, or widening is needed to serve anticipated development
Extensions/Connections:	If extending a major street or connecting two major streets will close a gap, improve traffic circulation, or relieve congestion to a level commensurate with standards established in the 2030 General Plan.
Grade Separations:	If the LOS is below the standards outlined in the 2030 General Plan or if there are problems or 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 such that the resulting LOS is commensurate with standards established in the 2030 General Plan.
Interchange Modification:	If the existing interchange does not provide safe access for bicycles and pedestrians, if the interchange does not meet the access needs of surrounding development, or if the LOS is below the standards outlined in the 203 General Plan.

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:

3 Year Average Collision Rate[1] of Project X 20 = _____
Highest Collision Rate of Projects Considered

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)
- 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

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 _____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)

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

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1 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)

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

$$\frac{\text{Lowest Cost Project}}{\text{Project Cost}} \times 5 = \_\_\_\_\_$$

6. 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)

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

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

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

8. 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

9. 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 fourteen new projects added to this year's list. They are:

- West Side Access to Intermodal - 4th St & I St Improvements
- Capitol Mall Bridge Improvements
- West Side Access to Intermodal - 3rd Street Extension
- N Street Extension (Bridge) to Front Street
- Marconi Avenue at Capital City Freeway (Business 80) Improvements
- El Centro / I-5 Overcrossing
- Neasham Circle Viaduct to 2nd St
- Natomas Crossing Drive/I-5 Crossing
- Snowy Egret Way I-5 Crossing
- Elk Horn Boulevard Widening from East Commerce Way to Natomas Boulevard
- Natomas Crossing Drive from Duckhorn Dr to El Centro Rd
- Snowy Egret Way from Duckhorn to El Centro Rd
- Del Paso Rd/I-5 Interchange Improvements
- Del Paso Road Widening at East Drainage Canal

There were ten projects deleted from this year's list. They projects and reasons for deletion are as follows:

- Access Improvements from the Railyards to Richards Blvd & I-5 - Project fully funded.
- Richards Blvd Widening - I-5 to North 7th St - This project is included in the Richards Blvd/I-5 Interchange Ultimate Improvements Project
- West El Camino Ave/I-5 Interchange Improvements - Project deemed infeasible due to Right-of-Way impacts and benefit/cost considerations.
- Rio Linda Blvd and Main Ave Intersection Improvements - Improvements at this intersection will be constructed with the Rio Linda Blvd Bridge Replacement Project (# 8 on Bridge list).
- 7th St Widening - Downtown to Richards Blvd - Railyards Plan no longer includes a widened 7th Street.
- Garden Hwy Widening - Arden-Garden Connector to I-5 - 2030 General Plan indicates Garden Highway as a two lane roadway from Truxel Road to Northgate Boulevard.
- Exposition Blvd/SR 160 Interchange - Not in 2030 General Plan. Project precluded by existing development.
- Arden Way/Arden Fair Mall Access Improvements - SR51 to Ethan Way - This project has been completed.
- Bell Ave Widening - Raley Blvd to Winters St - 2030 General Plan indicates Bell Avenue as a 3 lane roadway. Three lanes currently exist from Raley Boulvard to Winters Street.
- Kiefer Blvd Widening - Florin Perkins Rd to South Watt Ave- 2030 General Plan indicates Kiefer Boulevard as a 2 lane roadway.

TABLE A-1

YEAR 2010 - MAJOR STREET PROJECTS

2010 Rank	2008 Rank	Council District	MAJOR STREET PROJECT	Planning Level Project Cost	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	**New**	**1**	**West Side Access to Intermodal - 4th St & I St Improvements**	1,750,000	20.0	10	14.6	10	3.4	5	2.8	0	6	**71.8**
2	**1**	**1**	**Richards Blvd/I-5 Interchange Ultimate Improvements**	45,000,000	17.1	10	13.5	10	0.1	0	2.9	1	8	**62.6**
3	**10**	**3,6**	**Ramona Ave Extension to Folsom Blvd and 14th Ave**	10,000,000	8.5	10	12.6	15	0.6	0	5.0	5	4	**60.7**
4	**New**	**1**	**Capitol Mall Bridge Improvements**	1,200,000	18.8	10	7.3	10	5.0	0	1.5	0	8	**60.6**
5	**4**	**1**	**Richards Blvd/SR 160 Interchange Improvements**	36,000,000	10.6	10	12.1	15	0.2	0	2.9	5	4	**59.7**
6	**3**	**3,6**	**Folsom Blvd Widening from 65th St to Power Inn Rd**	38,000,000	3.3	10	15.6	15	0.2	3	2.5	0	10	**59.6**
7	**6**	**1**	**Railyards Blvd Extension (Formerly called Gateway Blvd) and North 12th St/North B St Intersection Improvements**	30,000,000	14.5	10	9.1	15	0.2	0	1.7	5	4	**59.5**
8	**8**	**7**	**Cosumnes River Blvd Extension and Interchange at I-5 - Franklin Blvd to I-5**	96,696,000	6.9	5	10.7	5	0.1	5	3.6	8	10	**54.3**
9	**7**	**6**	**4th Ave Extension from 65th St. to Ramona Ave**	25,000,000	10.8	5	10.4	15	0.2	0	1.5	5	4	**51.9**
10	**5**	**2**	**Silver Eagle Rd Widening - Norwood Ave to Mabel Ave**	2,000,000	11.0	0	10.9	15	3.0	0	1.6	0	10	**51.5**
11	**New**	**1**	**West Side Access to Intermodal - 3rd Street Extension**	8,000,000	8.0	10	8.6	10	0.8	0	1.1	5	6	**49.4**
12	**11**	**6**	**Jackson Highway Realignment - Watt Ave to Power Inn Rd at 14th**	18,000,000	10.9	10	11.4	5	0.3	3	4.1	0	4	**48.7**
13	**New**	**3**	**Marconi Avenue at Capital City Freeway (Business 80)**	23,700,000	8.1	5	13.2	10	0.3	0	3.3	0	8	**47.9**
14	**18**	**1,3**	**Sutter's Landing Parkway**	100,000,000	6.2	10	12.0	10	0	0	4.1	5	0	**47.3**
15	**12**	**2**	**Main Ave Extension - from west of Marysville Blvd to Rio Linda**	1,750,000	8.8	0	7.5	10	3.4	0	1.3	8	8	**47.1**
16	**25**	**8**	**Cosumnes River Blvd Widening - Bruceville Rd to Center Pkwy**	10,000,000	8.3	0	14.1	10	0.6	0	3.0	0	10	**46.0**
17	**New**	**1**	**N Street Extension (Bridge) to Front Street**	17,000,000	14.4	10	`	10	0.4	0	1.0	5	4	**44.8**
18	**16**	**6**	**Power Inn Rd Widening - 14th Ave to Fruitridge Rd**	25,000,000	6.3	10	11.6	5	0.2	0	3.6	0	8	**44.7**
19	**19**	**2**	**Main Ave Widening - Norwood Ave to Rio Linda Blvd**	7,000,000	7.6	0	11.2	15	0.9	0	1.1	0	8	**43.7**
20	**26**	**6**	**Florin-Perkins Rd Widening - Folsom Blvd to Fruitridge Rd**	12,000,000	2.8	10	10.7	5	0.5	0	4.4	0	10	**43.3**
21	**20**	**2**	**Bell Ave Widening - Norwood Ave to Raley Blvd**	20,000,000	8.2	0	7.5	15	0.3	0	1.3	0	10	**42.3**
22	**30**	**7**	**Cosumnes River Blvd Widening - Franklin Blvd to Center Pkwy**	10,000,000	3.6	0	10.8	15	0.6	0	2.0	0	10	**42.0**
23	**14**	**1**	**5th St Northerly Extension (formerly 6th Street) - G St to North 5th St at Richards Blvd**	47,000,000	2.0	10	8.9	10	0.1	0	0.8	0	10	**41.8**
24	**23**	**1**	**Northgate Blvd/I-80 Interchange Improvements**	10,000,000	4.0	5	10.4	10	0.6	0	3.7	0	8	**41.7**
25	**22**	**6**	**South Watt Ave Widening - Elder Creek Rd to Fruitridge Rd**	20,000,000	2.9	5	17.5	5	0.3	0	2.1	0	8	**40.8**
26	**New**	**1**	**El Centro / I-5 Overcrossing**	7,692,000	4.9	0	7.4	10	0.8	3	2.3	8	4	**40.4**
27	**28**	**6**	**Fruitridge Rd Widening - Florin Perkins Rd to South Watt Ave**	8,000,000	5.4	10	9.3	5	0.8	0	1.3	0	8	**39.7**
28	**24**	**2,3**	**Roseville Rd Widening - Connie Drive to the City Limits**	4,000,000	1.0	0	11.5	15	1.5	0	2.2	0	8	**39.2**
29	**New**	**1**	**Neasham Circle Viaduct to 2nd St**	35,000,000	10.5	10	4.1	10	0.2	0	0.3	0	4	**39.1**
30	**32**	**6**	**Elder Creek Rd Widening - Power Inn Rd to South Watt Ave**	13,000,000	5.4	5	10.1	5	0.5	0	1.4	0	8	**35.4**
31	**31**	**1**	**Northgate Blvd/SR 160 Interchange Improvements**	22,000,000	4.7	0	8.1	5	0.3	3	3.0	2	4	**30.1**
32	**New**	**1**	**Natomas Crossing Drive/I-5 Crossing**	7,692,000	5.2	0	7.8	0	0.8	3	1.2	8	4	**30.0**
33	**New**	**1**	**Snowy Egret Way I-5 Crossing**	11,233,000	4.7	0	6.8	0	0.5	3	2.4	8	4	**29.5**
34	**New**	**1**	**Elk Horn Boulevard Widening from East Commerce Way to Natomas Boulevard**	7,220,000	0.7	0	11.3	0	0.8	3	1.7	3	8	**28.5**
35	**34**	**2**	**Raley Blvd Widening - Santa Ana Ave to Ascot Ave**	25,000,000	1.4	0	11.6	5	0.2	0	1.6	0	8	**27.8**
36	**New**	**1**	**Natomas Crossing Drive from Duckhorn Dr to El Centro Rd**	6,700,000	6.9	0	4.3	0	0.9	3	0.6	8	4	**27.7**
37	**35**	**1**	**West El Camino Ave/I-80 Interchange Improvements**	20,000,000	5.7	0	7.5	0	0.3	3	2.0	5	4	**27.5**
38	**New**	**1**	**Snowy Egret Way from Duckhorn to El Centro Rd**	3,136,000	4.2	0	5.1	0	1.9	3	0.7	8	4	**27.0**
39	**36**	**3**	**Arden Way/Capitol City Freeway Interchange Improvements**	19,500,000	5.9	0	11.6	0	0.3	0	4.3	0	4	**26.1**
40	**New**	**1**	**Del Paso Rd/I-5 Interchange Improvements**	15,000,000	4.4	0	7.3	0	0.4	0	3.2	3	4	**22.3**
41	**New**	**1**	**Del Paso Road Widening at East Drainage Canal**	1,541,000	4.1	0	4.7	0	3.9	3	1.6	0	4	**21.2**
42	**37**	**1**	**Elkhorn Blvd/Hwy 99 Interchange Improvements**	30,000,000	2.3	0	11.1	0	0.2	0	1.9	0	4	**19.4**

TOTAL MAJOR STREET PROJECT COST 851,810,000

"New" in the 2008 Rank column indicates projects added this year.

TABLE A-2

YEAR 2010 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2010 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
1	West Side Access to Intermodal - I Street from I-5 to 5th St	Project includes a traffic signal at the intersection of 4th & I Streets, new curb, gutter and separated sidewalk on the north side of I street from 5th St. to the new 4th St. access to the intermodal facility. It also includes the expansion of the existing parking area at the intermodal facility.	The City is actively seeking funding for this project.This project does not include 3rd St Extension.	1,750,000
2	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. This project includes widening Richards Boulevard between Bercut Drive and North 7th Street.	Project Study Report-Project Development Support (PSR-PDS) document (CALTRANS requirement) is underway. The PSR-PDS will be used for programming funds for the Environmental Documentation phase.	45,000,000
3	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.	Southeast Area Transportation Study Phase I	10,000,000
4	Capitol Mall Bridge Improvements	Modifications include "road diet" on bridge from six lanes to four lanes, sidewalk widening, sidewalk enhancements, median enhancements.	Part of I-5 Riverfront Reconnect Project	1,200,000
5	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.	This project may be deleted pending result of River District Circulation Study.	36,000,000
6	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
7	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.	Part of Railyards Development	30,000,000
8	Cosumnes River Blvd Extension and Interchange at I-5 - Franklin Blvd to I-5	Extend Cosumnes River Boulevard from its current westerly terminus at Franklin Boulevard to Freeport Boulevard. Includes construction of an interchange at I-5. The proposed roadway width would be four lanes from Franklin Boulevard to the proposed 24th Street intersection, six lanes from the proposed 24th Street intersection to I-5, and four lanes from I-5 (eastern end) to Freeport Boulevard intersection. The road would include curb, gutter, sidewalks, bike lanes, medians, street lighting, and planter strips. Sidewalks and planter strips are not planned on the southside of Cosumnes where the land is adjacent to the County Bufferlands. Project includes a grade separation at the UPRR and bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	The project is currently on hold indefinitely pending resolution of California Environmental Quality Act (CEQA) challenges and the resumption of development in the area.	96,696,000

TABLE A-2

YEAR 2010 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2010 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
9	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
10	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
11	West Side Access to Intermodal - 3rd Street Extension	Extend 3rd Street north from I Street into the Depot site, beneath the existing northbound I-5 on-ramp structure.	Project identified in the West Side Access Feasibility Study. This project will require completion of track re-location project.	8,000,000
12	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.	Southeast Area Transportation Study Phase I Stonebridge Development may alter description and scope of this project.	18,000,000
13	Marconi Avenue at Capital City Freeway (Business 80) Improvements	Widen NB off-ramps and SB on-ramps by constructing tieback walls. Reconstruct intersections on east and west side of interchange to provide operational improvements and to accommodate future ITS infrastructure. Modify bridge structure to conform to new ramps and intersections. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		23,700,000
14	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. Will require Richards Blvd/SR 160 Improvements.	100,000,000
15	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
16	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.	Limited portions of this segment are currently being widened in association with the Regional Transit Light Rail Southline Extension project.	10,000,000
17	N Street Extension (Bridge) to Front Street	Extend N Street as a two-lane bridge over I-5 from 2nd Street to Neasham Circle/Front Street. Includes bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Part of I-5 Riverfront Reconnect Project	17,000,000

TABLE A-2

YEAR 2010 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2010 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
18	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.	Southeast Area Transportation Study Phase II. This project may require a grade separation at the UPRR crossing.	25,000,000
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.	This project would require the the Rio Linda Boulevard and Main Avenue intersection improvements.	7,000,000
20	Florin-Perkins Rd Widening - Folsom Blvd to Fruitridge Rd	This project will widen Florin Perkins between Folsom Boulevard and Fruitridge Road to four lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	4 Lanes in Gen Plan. Description modified since last TPG. Southeast Area Transportation Study Phase II. Portions of this segment may be constructed by private development.	12,000,000
21	Bell Ave Widening - Norwood Ave to Raley Blvd	Widening Bell Avenue to 3-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.	3 Lanes in Gen Plan. - From Norwood Ave to Rio Linda Bl, this roadway has width for 3 lanes, except at bridge over Magpie Creek. Rio Linda to Raley is now 2 lanes with intermittent, partial widening improvements by development. Portions of this segment have been constructed by private development.	20,000,000
22	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
23	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 as a three lane street. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is part of the Railyards and River District Specific Plan.	47,000,000
24	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.		20,000,000
25	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.	6 Lanes in Gen Plan. Southeast Area Transportation Study Phase II. Portions of this segment have been constructed by private development. This project supports private development in the County. Congestion relief partly resolved by Fruitridge Rd/South Watt Ave Signal Project.	20,000,000

TABLE A-2

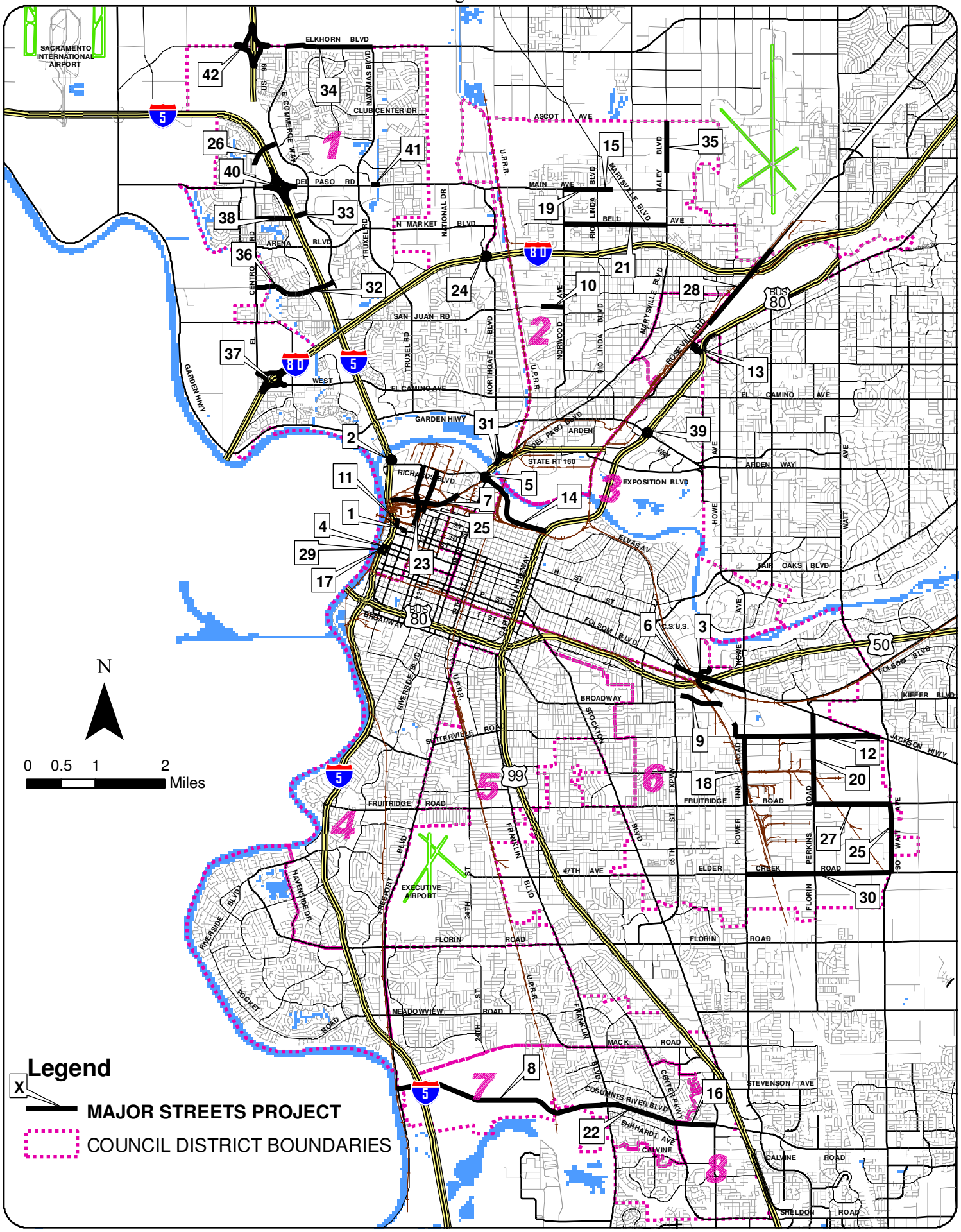
YEAR 2010 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2010 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
26	El Centro / I-5 Overcrossing	This project constructs an overcrossing of I-5 north of Del Paso Road extending El Centro Road to Est Commerce Way.Includes bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		7,692,000
27	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.	4 Lanes in Gen Plan. Southeast Area Transportation Study Phase II. Portions of this segment have been constructed by private development.	8,000,000
28	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.	4 Lanes in Gen Plan. City is replacing the existing bridge over Arcade Creek.	4,000,000
29	Neasham Circle Viaduct to 2nd St	Raise Neasham Circle and 2nd Street to create a new intersection at Capitol Mall. An upper deck would serve cars while a lower deck would serve bikes and pedestrians. The new intersection would also include protected pedestrian crossings.	Part of I-5 Riverfront Reconnect Project	35,000,000
30	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.	4 Lanes in Gen Plan. Southeast Area Transportation Study Phase II. Portions of this segment may be constructed by private development.	13,000,000
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.	Approved PSR	22,000,000
32	Natomas Crossing Drive/I-5 Crossing	This project constructs a new overcrossing of I-5 for the planned 2- lane Natomas Crossing Drive that will run east-west from El Centro Road to Commerce Way crossing over I-5. Includes bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines		7,692,000
33	Snowy Egret Way I-5 Crossing	This project constructs a new overcrossing of I-5 for the planned 4- lane Snowy Egret Way that will run east-west from El Centro Road to Commerce Way crossing over I-5. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		11,233,000
34	Elk Horn Boulevard Widening from East Commerce Way to Natomas Boulevard	This project will widen Elk Horn Boulevard between East Commerce Way and Natomas Boulevard to six lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		7,220,000
35	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.	4 Lanes in Gen Plan.Project will be coordinated with the Magpie Creek Diversion project. Portions of this segment have been constructed by private development.	25,000,000

TABLE A-2

YEAR 2010 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2010 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
36	Natomas Crossing Drive from Duckhorn Dr to El Centro Rd	This project constructs a new 2-lane road south of Arena Boulevard from El Centro Road to Duckhorn Boulevard. Includes bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		6,700,000
37	West El Camino Ave/I-80 Interchange Improvements	This project provides improvements the interchange 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. Interim project, involving signalization of ramps, has been funded.	20,000,000
38	Snowy Egret Way from Duckhorn to El Centro Rd	This project constructs a new 4-lane road south of Del Paso Road from El Centro Road to Dusckhorn Boulevard. Includes bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		3,136,000
39	Arden Way/Capitol City Freeway Interchange Improvements	This project 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
40	Del Paso Rd/I-5 Interchange Improvements	This project will add auxiliary lanes to ramps.	In North Natomas freeway agreement with CALTRANS	15,000,000
41	Del Paso Road Widening at East Drainage Canal	Widen Del Paso Road westbound bridge at East Drainage Canal		1,541,000
42	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



MAJOR STREET IMPROVEMENT PROJECTS

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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. Since street reconstruction often involves other infrastructure and accessibility improvements, (such as; curb, gutter and sidewalk, drainage improvements, curb ramps), the cost of roadway reconstruction can be several million dollars per mile. There is currently a significant backlog of street segments identified in the reconstruction section of this Transportation Programming Guide, however, at this time, the City of Sacramento does not have any funding program for roadway reconstruction.

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 March 3, 2009) goals and policies

Comprehensive Transportation System. Provide a transportation system that is effectively planned, managed, operated, and maintained.

Policies:

- Facilities and Infrastructure - The City shall effectively operate and maintain transportation facilities and infrastructure to preserve the quality of the system.

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 $3-5 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.

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.

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. 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. 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. 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.. 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. 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 2010 AND 2011
RECOMMENDED NON-RESIDENTIAL STREET RESURFACING

Planned Year	Council District	Street Name, Limits
2010	4	Pocket Road from Greenhaven Drive to Interstate 5
2010	7	La Mancha Way from Mack Road to Tangerine Avenue
2010	4	12th Street from N Street to P Street
2010	4	13th Street from N Street to P Street
2010	5	2nd Avenue from Stockton Boulevard to Santa Cruz Way
2010	1	Truxel Road from West El Camino Avenue to San Juan Road
2010	1	Azevedo Drive bounded by El Camino Avenue and San Juan Road.
2010	1	North Bend Drive bounded by Natomas Boulevard and the East Drainage Canal.
2010	4	13th Street bounded by P Street and W Street.
2010	4	34th Street bounded by T Street and Stockton Bloulevard.
2010	5	South Land Park Drive bounded by 13th Street and 14th Street.
2010	5	Alhambra Boulevard bounded by Broadway and the bridge deck at W Street.
2010	7	Riverside Boulevard bounded by Greenhaven Drive and Florin Road.
2010	7	Gloria Drive bounded by Florin Road and Trestle Glen Way.
2010	1	San Juan Road bounded by Azevedo Drive and Airport Road.
2010	1	San Juan Road bounded by Ishi Circle and Tumbleweed Way.
2010	3	J Street bounded by 29th Street and 200 Feet East of Alhambra Boulevard.
2011	5	Stockton Blvd from Broadway - Alhambra
2011	4	S Land Park Dr from 35th Ave - Moss Dr
2011	7	Riverside Blvd from Park Rivera Way - Florin Rd
2011	8	Shasta Ave from Bruceville Rd - W Stockton Blvd
2011	2	Del Paso Blvd from RT 160 OFF RA - Arden Way
2011	6	21st Ave from 58th St - 65th St
2011	3	Folsom Blvd from Alhambra Blvd - 48th St
2011	1	J St from 5th St - 10th St
2011	7/8	Franklin Blvd from S City Limit - Mack Rd
2011	5	12th Ave from RT 99 - MLK Blvd
2011	3/4	30th St from T St - N St
2011	6	14th Ave from 58th St - 65th St
2011	1/4	8th St from P St - K St
2011	2	Bell Ave from W End - Winters
2011	4	29th St from W St - T St
2011	5	24th St from Gardendale Rd - Fruitridge Rd
2011	3	N St from 21st St - Folsom Blvd
2011	4	Gloria Dr from Trestle Glen Way - Greenhaven Dr
2011	3	15th St from F St - C St
2011	2	Glenrose / Lexington St from El Camino Ave - Del Paso Blvd
2011	2	Pinell St from South Ave - Bell Ave

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

TABLE B-1

YEARS 2010 AND 2011
RECOMMENDED NON-RESIDENTIAL STREET RESURFACING

Planned Year	Council District	Street Name, Limits
2011	3	Tribute Rd from End - Fee Dr
2011	1	N 5th St from Richards - N End (meet repair)
2011	3/1	13th St from L St - N End
2011	4/5	Freeport Blvd from Florin Rd - Blair Ave
2011	7	Mack Rd from Tangerine Ave - Center Pkwy
2011	1	L St from 7th St - 10th St
2011	6	T St from 34th St - 59th St
2011	3	Joellis Way from W End - Blumenfeld Dr
2011	7	Ehrhardt Ave from Franklin Blvd - Center Pkwy
2011	3	H St from 16th St - 27th St
2011	3	Blumenfeld Dr from Fee Dr - Arden Way
2011	3	Fee Dr from SR 160 - Blumenfeld Dr

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

TABLE B-2 YEARS 2010 AND 2011 RECOMMENDED RESIDENTIAL STREET SEALS

Recommended Year	Council District	STREET NAME
2010	1	Residential area bounded by Club Center Drive to the North, Del Paso Road to the South, East Drainage Canal to the West, and the County boundry to the East.
2010	1	Residential area bounded by San Juan Road to the North, West El Camino Avenue to the South, Truxel Road to the West, and Fairweather Drive to the East.
2010	4	Residential Area bounded by 43rd Avenue to the North, South Land Park Drive to the South and West, and 14th Street to the East.
2010	4	Residential area bounded by Florin Road to the North, Pocket Road to the South, Interstate 5 to the West, and Freeport Boulevard to the East.
2010	6	Residential area bounded by US 50 to the North, Folsom Boulevard to the South, Sarina Court to the West, and Watt Avenue to the East.
2010	3	Residential area bounded by B Street to the North, H Street to the South, Alhambra Boulevard to the West, 36th Street to the East.
2011	5	Residential area bounded by Donner Way to the North, Sutterville Rd to the South, 24th St to the West, Franklin Blvd to the East
2011	5	Residential area bounded by Encinal Ave to the North, 47th Ave to the South, 24th St to the West, City Bndry to the East
2011	7	Residential area bounded by Valley Hi Dr to the North, Cosumnes River Blvd to the South, Franklin Blvd to the West, Valley Green Dr to the East
2011	4	Residential area bounded by Sutterville Rd to the North, Seamas Ave to the South, I5 to the West, Euclid Ave to the East
2011	4	Residential area bounded by Sutterville Rd to the North, Ridgeway Dr to the South, Euclid Ave to the West, Crestwood Way to the East
2011	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

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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 March 3, 2009) goals and policies:

Goal

Comprehensive Transportation System. Provide a transportation system that is effectively planned, managed, operated, and maintained.

Policies:

- Right-of-Ways - The City shall manage the use of transportation right-of-ways by all travel modes, consistent with the goal to provide Complete Streets.
- Travel System - The City shall manage the travel system to ensure safe operating conditions.
- Facilities and Infrastructure - The City shall effectively operate and maintain transportation facilities and infrastructure to preserve the quality of the system.

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 two projects added to the list.

- 4th Street from N Street to P Street
- 12th Street from N Street to O Street

There were three projects deleted from the list.

- El Paraiso Avenue from City Limit to Stockton Boulevard. Project complete.
- Yale Street from 21st Street to 20th Street. Project complete.
- Yale Street from 10th Street to Riverside Boulevard. Project complete.

TABLE C-1

YEAR 2010 - STREET RECONSTRUCTION

2010 RANK	2008 RANK	COUNCIL DISTRICT	PROJECT	LIMITS	COST EFFECT POINTS	BIKE/ PED TRANSIT POINTS	ECON DEVEL POINTS	INFILL POINTS	STREET RECONSTRUCT TOTAL POINTS
					50	20	15	15	100
1	1	3	**Stockton Blvd**	R St To 34Th St	50.0	10	0	0	**60.0**
2	2	1	**Bannon St**	Bercut Dr to North B St	21.9	10	15	10	**56.9**
3	3	1	**N 10th St**	Richards Blvd. to N/End	16.7	10	15	15	**56.7**
4	4	1	**N 10th St**	North B to Richards Blvd.	11.3	10	15	15	**51.3**
5	5	1	**3rd St**	I St To J St	13.8	10	15	10	**48.8**
6	6	3 & 4	**R St**	10th St to 18th St	13.5	10	10	15	**48.5**
7	7	1	**N 7th St**	Richards Blvd. St to N/End	13.4	10	15	10	**48.4**
8	8	1	**McCormack St E/B**	North 16th St to Ahern St	5.5	10	15	15	**45.5**
9	9	1	**Neasham Cir**	Front St To 2nd St	8.5	10	15	10	**43.5**
10	10	1	**Ahern St**	N 12th St to N C St	13.2	0	15	15	**43.2**
11	11	3	**Alhambra Blvd**	S St To R St	22.1	10	0	10	**42.1**
12	12	4	**Broadway**	Marina View to Front St	16.3	0	10	15	**41.3**
13	13	1	**2nd St**	Neasham Cir To L St	5.6	10	15	10	**40.6**
14	14	3	**Carlson Dr**	Newman Ct To H St	20.1	20	0	0	**40.1**
15	16	1	**4th St**	Capitol Mall To L St	14.2	0	15	10	**39.2**
16	15	1	**8th St**	Capitol Mall To L St	18.1	10	0	10	**38.1**
17	New	1	**4th St**	N St to P St	15.1	0	10	10	**35.1**
18	17	1	**N 14th St**	North A St to North B St	2.5	0	15	15	**32.5**
19	17	1	**N St**	2nd St To 3rd St	2.5	10	10	10	**32.5**
20	20	1	**N 11th St**	N D St To End	0.1	0	15	15	**30.1**
21	21	3	**Eldridge Ave**	Del Paso Blvd to Academy Wy	4.1	0	10	15	**29.1**
22	22	3	**Kathleen Ave**	Del Paso Blvd to Academy Wy	2.6	0	10	15	**27.6**
23	23	1	**4th St**	End To J St	2.5	0	15	10	**27.5**
24	23	1	**O St**	4Th St To 5Th St	2.5	0	15	10	**27.5**
25	25	1	**W. Silver Eagle Rd**	Northgate Blvd to E End	10.6	0	0	15	**25.6**
26	26	2	**Taft St**	Helena Ave to Del Paso Blvd	8.8	0	0	15	**23.8**
27	27	2	**Ascot Ave EB**	Dry Creek to Raley	8.2	10	0	5	**23.2**
28	29	2	**MacArthur St**	Raley Blvd to Wainwright St	17.4	0	0	5	**22.4**
29	30	2	**Youngs Ave**	Raley Blvd to west end	6.3	0	0	15	**21.3**
30	31	4	**U St**	20th St to 21st St	6.1	0	0	15	**21.1**
31	33	2	**Jean Ave**	Dry Creek to west end (1048 Jean)	3.8	0	0	15	**18.8**
32	34	2	**Doolittle St**	Marysville Blvd to East End	3.4	0	0	15	**18.4**
33	35	3	**Silica Ave**	Princeton St to Harvard St	13.0	0	0	5	**18.0**
34	36	2	**Balsam St**	Bell Ave to Jessie Ave	2.9	0	0	15	**17.9**
35	37	3	**Crosby Wy**	2540 Crosby to Helena Ave	2.6	0	0	15	**17.6**
36	New	4	**12th St**	N St to O St	7.5	0	0	10	**17.5**
37	38	3	**Naomi Wy**	Marconi Cr to Connie Dr	2.3	0	0	15	**17.3**
38	39	3	**Craigmont St**	Kenwood to Del Paso Blvd	2.1	0	0	15	**17.1**
39	39	6	**W Stockton Blvd**	Shasta Ave To Cotton Ln	7.1	10	0	0	**17.1**
40	41	2	**Katherine Ave**	Marysville Blvd to Raley Blvd	2.0	0	0	15	**17.0**
41	42	3	**B St**	28th St to 29th St	1.6	0	0	15	**16.6**
42	43	2	**Ascot Ave EB**	1152 Ascot Ave to Dry Creek Rd	1.5	10	0	5	**16.5**
43	44	2	**Penrose St**	Jessie Avenue to Youngs Ave	1.0	0	0	15	**16.0**
44	45	2	**Jessie Ave**	Marysville Blvd to Penrose St	0.8	0	0	15	**15.8**
45	46	2	**Emmons St**	Magpie Drain Canal to N End	10.2	0	0	5	**15.2**
46	47	4	**Casilada Way**	Karbet Wy to Elmer Wy	15.0	0	0	0	**15.0**
47	48	2	**Lampasas Ave**	Fairfield St to Altos Ave	9.6	0	0	5	**14.6**
48	49	2	**Doolittle St**	Magpie Drain Canal to N End	9.2	0	0	5	**14.2**

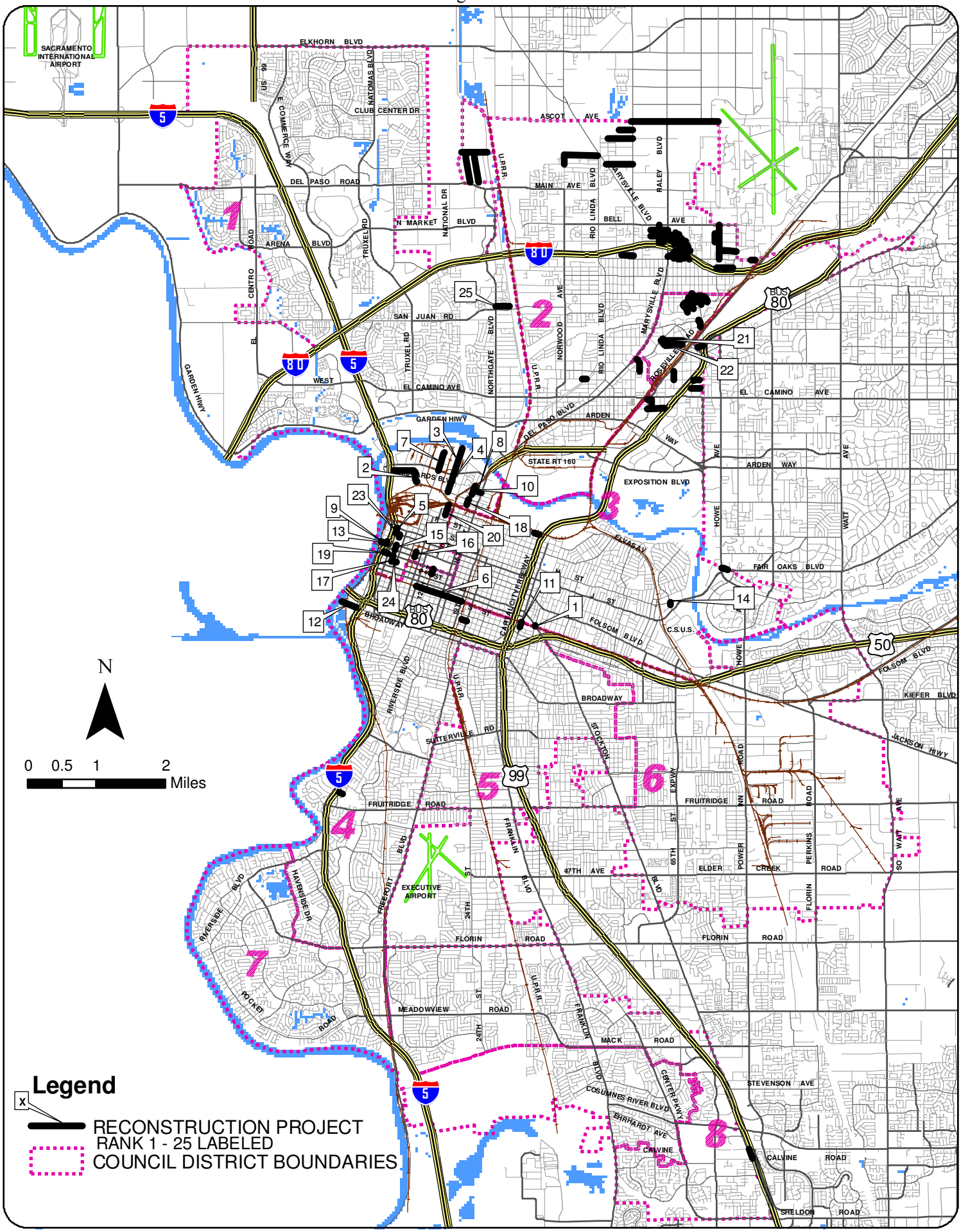
TABLE C-1

YEAR 2010 - STREET RECONSTRUCTION

2010 RANK	2008 RANK	COUNCIL DISTRICT	PROJECT	LIMITS	COST EFFECT POINTS	BIKE/ PED TRANSIT POINTS	ECON DEVEL POINTS	INFILL POINTS	STREET RECONSTRUCT TOTAL POINTS
					50	20	15	15	100
49	**50**	**2**	**Sully St**	Pinedale Ave to Claire Ave	3.1	10	0	0	**13.1**
50	**51**	**2**	**Ascot Ave EB**	Raley to McClellan AFB	7.6	0	0	5	**12.6**
51	**52**	**3**	**Manning St**	Harvard St to Silica Ave	7.2	0	0	5	**12.2**
52	**53**	**2**	**Claire Ave**	W/End to Rio Linda Blvd	2.1	10	0	0	**12.1**
53	**54**	**3**	**Douglas St**	Los Robles to Albany Wy	6.7	0	0	5	**11.7**
54	**55**	**3**	**Albany Wy**	Los Robles to Del Paso Blvd	6.0	0	0	5	**11.0**
55	**56**	**3**	**Mahogany St**	Albany Wy to South Ave	5.6	0	0	5	**10.6**
56	**57**	**2**	**Astoria St**	North Ave to Bell Ave	5.2	0	0	5	**10.2**
57	**58**	**2**	**Buckley Wy**	Wainwright St to North Ave	5.1	0	0	5	**10.1**
58	**59**	**2**	**Ripley St**	North Ave to Harris Ave	4.6	0	0	5	**9.6**
59	**59**	**2**	**Ripley St**	S End/ I-80 to Harris Ave	4.6	0	0	5	**9.6**
60	**60**	**2**	**Wainwright St**	North Ave to Buckley Way	4.3	0	0	5	**9.3**
61	**61**	**2**	**Pinedale Ave**	Dry Creek Rd to Marysville Blvd	3.6	0	0	5	**8.6**
62	**62**	**2**	**Kelley Ct**	Doolittle Street to West End	3.1	0	0	5	**8.1**
63	**63**	**2**	**Neal Rd**	Dry Creek Rd to west end (1025 Neal Rd)	2.9	0	0	5	**7.9**
64	**64**	**2**	**Clinger Ct**	MacArthur St to South End	2.8	0	0	5	**7.8**
65	**65**	**1**	**Barros Dr**	Sorrento Rd to E End	2.4	0	0	5	**7.4**
66	**65**	**1**	**Kenmar Rd**	Sotnip Rd to Barros Dr	2.4	0	0	5	**7.4**
67	**67**	**2**	**Chennault Ct**	MacArthur St to North End	2.3	0	0	5	**7.3**
68	**67**	**2**	**Lombard Ct**	MacArthur St to South End	2.3	0	0	5	**7.3**
69	**69**	**2**	**Bright Ct**	MacArthur St to South End	2.1	0	0	5	**7.1**
70	**69**	**2**	**DeWitt Ct**	Wainwright St to West End	2.1	0	0	5	**7.1**
71	**71**	**2**	**Nimitz St**	Magpie Drain Canal to W End	2.0	0	0	5	**7.0**
72	**71**	**2**	**North Ave**	Winters St To End	2.0	0	0	5	**7.0**
73	**71**	**2**	**North Ave**	Talent St To End	2.0	0	0	5	**7.0**
74	**71**	**3**	**Verano St**	Del Paso Blvd to Douglas St	2.0	0	0	5	**7.0**
75	**74**	**2**	**Goss Ct**	Doolittle St to East End	1.9	0	0	5	**6.9**
76	**75**	**2**	**Clark Ct**	North Avenue to West End	1.7	0	0	5	**6.7**
77	**76**	**2**	**Anderson Ct (west)**	Wainwright St to West End	1.6	0	0	5	**6.6**
78	**76**	**2**	**Hills Ct**	Doolittle St to East End	1.6	0	0	5	**6.6**
79	**78**	**3**	**Frienza Ave**	Albatross Wy to Connie Dr	1.5	0	0	5	**6.5**
80	**78**	**2**	**Vinci Ave**	W End to Dry Creek Rd	1.5	0	0	5	**6.5**
81	**80**	**2**	**Wainwright Ct**	MacArthur St to North End	1.4	0	0	5	**6.4**
82	**80**	**2**	**Harris Ave**	Astoria St to E End	1.4	0	0	5	**6.4**
83	**82**	**1**	**Carey Rd**	Barros Dr to Del Paso Rd	1.2	0	0	5	**6.2**
84	**82**	**2**	**Barbara St**	Rene Ave to N End	1.2	0	0	5	**6.2**
85	**84**	**2**	**Calhoun Ct**	MacArthur St to South End	1.1	0	0	5	**6.1**
86	**84**	**3**	**Glenrose Ave**	Albatross Wy to Connie Dr	1.1	0	0	5	**6.1**
87	**86**	**2**	**Mogan Ave**	North Ave to Winters St	0.8	0	0	5	**5.8**
88	**86**	**2**	**Anderson Ct (east)**	Wainwright St to East End	0.8	0	0	5	**5.8**
89	**88**	**2**	**Stillwell Ct**	MacArthur St to North End	0.6	0	0	5	**5.6**
90	**89**	**3**	**Fair Oaks Blvd**	Howe Ave To Frontage Rd	2.7	0	0	0	**2.7**

"New" in the 2008 Rank column indicates projects added this year.

Figure C-1



STREET RECONSTRUCTION PROJECTS

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 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 March 3, 2009) goals and policies.

Goal

Comprehensive Transportation System. Provide a transportation system that is effectively planned, managed, operated, and maintained.

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.

Goal

Integrated Pedestrian System. Design a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking.

Policy:

Install traffic signals, when appropriate, to improve air quality by reducing delay at intersections and to provide safe crossings for pedestrians.

Goal

Multimodal System. Provide expanded transportation choices to improve the ability to travel efficiently and safely to destinations throughout the city and region.

Policies:

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

- Support programs that improve traffic flow.

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

Goal

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.

Goal

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 was one new projects added to this year's traffic signal list.

- 29th Street at R Street

There were ten intersections evaluated this year, but not included in this list. They are:

- 21st Street/O Street - Did not meet warrants
- 34th Street/2nd Avenue - Did not meet warrants
- Folsom Boulevard/Raley's Driveway - Development related; property owner responsibility
- Fruitridge Road/53rd Street - Not feasible; review access restrictions
- Greenhaven Drive/Gloria Drive - Project funded
- Rio Linda Boulevard/Plaza Avenue - Did not meet warrants
- T Street/11th Street - Did not meet warrants
- T Street/22nd Street - Did not meet warrants
- Valley Hi ave and Wyndham Drive - Moved to Monitoring list.
- W Street/6th Street - Project funded

TABELE D-1

YEAR 2010 - TRAFFIC SIGNALS

2010 Rank	2008 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	21	7	Riverside Boulevard	Park Riviera Drive (N)		55	7	5	4	5	4	0	80
2	3	2	El Camino Avenue	Boxwood Street		37	6	5	5	3	4	0	60
3	4	4	Freeport Boulevard	Claudia Drive		23	10	5	5	7	4	1	55
4	11	7	Mack Road	Summersdale Drive		21	10	5	7	8	4	0	55
5	New	3	29th Street	R Street		37	5	5	2	3	2	0	54
6	19	3	D Street	16th Street		24	5	5	5	7	2	1	49
7	16	1	Truxel Road	Millcreek Dr/Waterwheel		22	8	5	5	5	4	0	49
8	15	2	Norwood Avenue	Ford Road		27	6	5	3	3	4	0	48
9	9	4	Freeport Boulevard	Belleau Wood Ln/Bing		19	8	5	4	6	5	1	48
10	13	8	Meadowview Road	Manorside Drive		21	8	5	5	4	4	0	47
11	18	6	65th Expressway	Jansen Drive		20	8	5	4	6	4	0	47
12	10	1	Northgate Boulevard	Sotano Drive/Wisconsin		18	8	5	5	6	4	0	46
13	7	2	Norwood Avenue	Fairbanks Avenue	1	23	7	5	4	4	0	0	43
14	5	6	Florin Perkins Road	24th Avenue		14	7	5	5	7	5	0	43
15	17	7	Center Parkway	Arroyo Vista Drive		16	9	5	3	4	4	0	41
16	14	6	Power Inn Road	Belvedere Avenue		8	8	5	7	8	4	0	40
17	25	7	Riverside Boulevard	Park Riviera Drive (S)	1,2	19	7	5	4	3	0	0	38
18	27	6	Power Inn Road	Alpine Avenue		8	8	5	6	7	4	0	38
19	23	7	Center Parkway	CRC Driveway	2	11	9	5	4	3	4	0	36
20	29	8	Franklin Boulevard	Boyce Drive		9	8	5	4	6	4	0	36
21	32	7	Pocket Road	East Shore Drive		15	7	5	2	3	4	0	36
22	22	5	24th Street	53rd Avenue		7	9	5	4	6	4	0	35
23	31	3	Munroe Street	Latham Drive		10	6	5	4	6	3	0	34
24	12	3	Capitol Avenue	24th Street	1	13	5	5	4	5	0	0	32
25	24	5	Fruitridge Road	58th Street		2	6	5	5	8	4	0	30
26	28	2	Rio Linda Boulevard	Acacia Avenue	1,2	11	5	5	3	4	0	0	28
27	30	2	Roseville Road	Connie Drive	2	0	4	5	7	7	5	0	28
28	8	2	Rio Linda Boulevard	Arcade Boulevard	1	6	6	5	5	5	0	0	27
29	34	4	South Land Park Drive	35th Avenue	1	4	5	5	6	3	0	0	23
30	36	3	Campus Commons Drive	University Avenue	1,2	4	5	5	5	3	0	0	22
31	26	6	Broadway	53rd Street		3	2	5	3	3	4	0	20
32	37	2	Marysville Boulevard	Bell Avenue	1	4	2	5	5	3	0	0	19
33	33	1	Azevedo Drive	Bannon Creek Drive	1	0	8	5	3	3	0	0	19
34	35	2	Silver Eagle Road	Mabel Street	1	3	2	5	4	4	0	0	18

"New" in the 2008 Rank column indicates projects added this year.

NOTES:

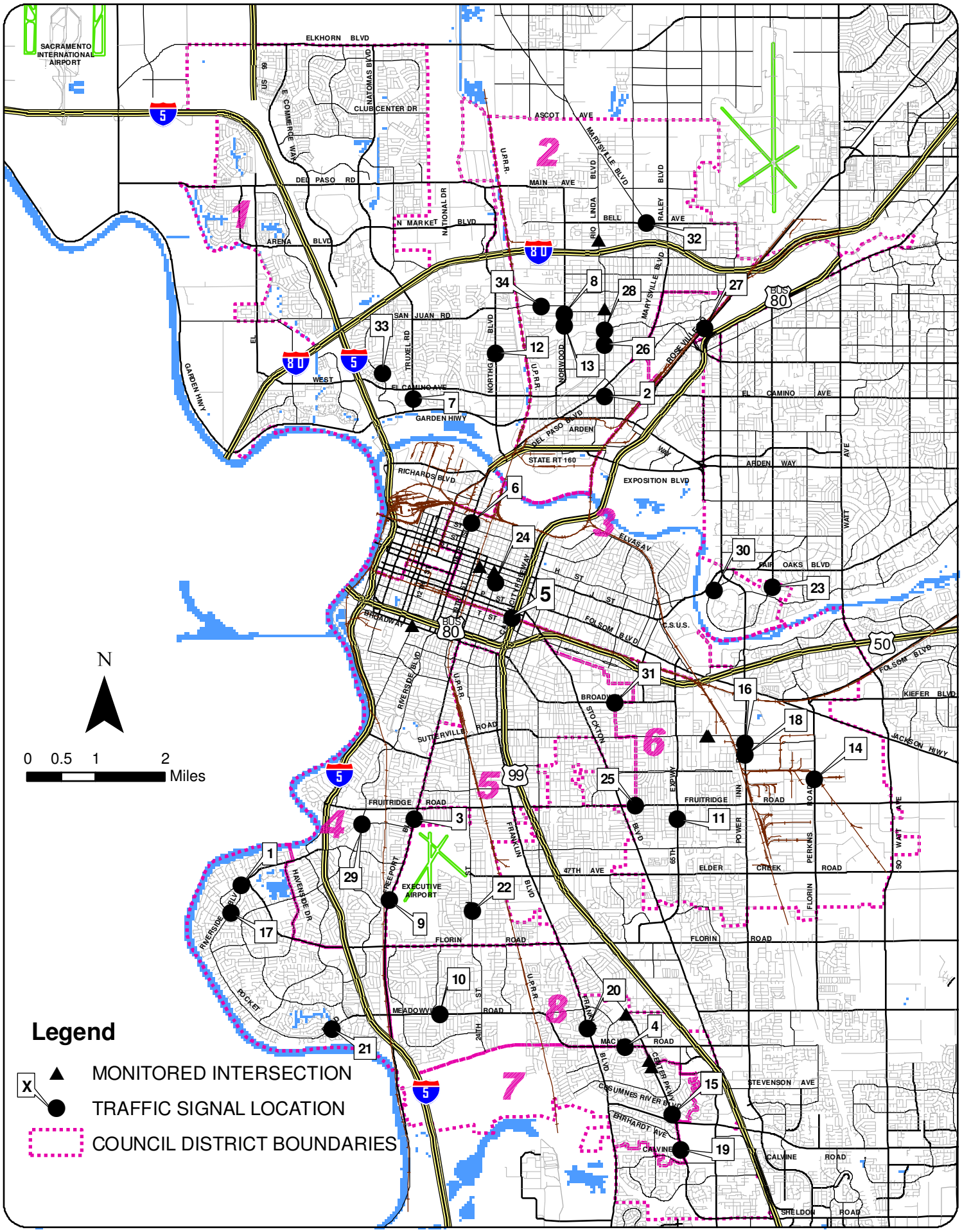
1 Intersection is an all way stop.

2 Potential Roundabout location.

TABLE D-2

YEAR 2010 - INTERSECTION MONITORING LIST

2008 TPG Status	Council District	Main Street	Side Street	Mitigation
Monitoring List	2	Rio Linda Boulevard	Jessie Avenue	All way stop installed 7/2008
Monitoring List	2	Rio Linda Boulevard	Carmelita Avenue	All way stop at Ford
Monitoring List	6	14th Avenue	73rd Street	Two way left turn lane on 14th Avenue to be installed with 2009 Overlay Project
Monitoring List	6	14th Avenue	Business Drive	Two way left turn lane on 14th Avenue to be installed with 2009 Overlay Project
Monitoring List	8	Center Parkway	Tangerine Avenue	Signs installed January 2008; monitor
Monitoring List	7	Center Parkway	Bamford Drive (S)	All way stop at Bamford Drive (N) in 2008; monitor
Monitoring List	2	Rio Linda Boulevard	Ford Road	All way stop installed 7/08
Monitoring List	3	K Street	20th Street	Pedestrian flasher added 2/09
Monitoring List	4	Broadway	14th Street	Parking restrictions installed 3/08
Monitoring List	7	Center Parkway	Bamford Drive / (N)/Loorz C	All way stop installed 2008; continue to monitor
Ranked 6	7	Valley Hi Drive	Wyndham Drive	Two way left turn lane installed 2008 with overlay project; monitor
Monitoring List	3	K Street	23rd Street	Install traffic circle
New	3	J Street	18th Street	Install crosswalk on west side of street
New	4	Florin Road	Cromwell Way	Review possible collision mitigations



TRAFFIC SIGNAL PROJECTS

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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 Highway Design Manual, Chapter 1000 (a City Standard adopted by reference in the 2010 Bikeway 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.

Class III Bikeways — Bike Routes are designated streets that are shared with other road users which serve to provide continuity to other bikeways and to designate preferred routes through high demand corridors. Class III bikeways are on street facilities designated with signs and appropriate pavement legends.

This section of the TPG is organized into three sections. On Street Bikeways, Off-Street Bikeways and Bike/Pedestrian Bridges. The on street bikeways combine both Class II and Class III bikeways. These are combined because it is not always clear which of the two facilities would be used for candidate projects when introduced into the TPG. Additional scoping would be necessary to verify what is most appropriate. Off Street Bikeways evaluate Class I bikeways as a non-motorized trail or path. 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 March 3, 2009) and City/County 2010 Bikeway Master Plan goals and policies:

Goal

Multimodal System. Provide expanded transportation choices to improve the ability to travel efficiently and safely to destinations throughout the city and region.

Policy:

- Multimodal Choices. The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrianways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions.

Goal

Barrier Removal. Improve system connectivity by removing barriers to travel.

Policy:

- Eliminate Gaps - The City shall eliminate "gaps" in roadways, bikeways, and pedestrian networks.

Goal

Complete Streets. Provide complete streets that balance the diverse needs of users of the public right-of-way.

Policies:

- **Pedestrian and Bicycle-Friendly Streets.** The City shall ensure that new streets in areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as detached sidewalks, frequent and safe pedestrian crossings, large medians to reduce perceived pedestrian crossing distances, Class II bike lanes, frontage roads with on-street parking, and/or grade-separated crossings.
- **Pedestrian and Bicycle Facilities on Bridges.** The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities.
- **Multi-Modal Corridors.** The City shall designate multimodal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors to receive increased investment for transit, bikeway, and pedestrianway improvements.
- **Identify Gaps in Complete Streets.** The City shall identify streets that can be "more complete" either through a reduction in the number or width of travel lanes or conversions, with consideration for emergency vehicle operation. The City shall consider new bikeways, enhanced sidewalks, on-street parking, and exclusive transit lanes on these streets.

Goal

Integrated Bicycle System. Create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the city that encourage bicycling that is accessible to all.

Policies:

- **Bikeway Master Plan.** The City shall maintain and implement a Bikeway Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Bikeway Master Plan.
- **Appropriate Bikeway Facilities.** The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways.
- **Conformance to Applicable Standards**. The City shall require all bikeways to conform to applicable Federal and State standards.

- **Motorists, Bicyclists, and Pedestrian Conflicts**. The City shall develop safe and convenient bikeways that reduce conflicts between bicyclists and motor vehicles on streets, and bicyclists and pedestrians on multi-use trails and sidewalks.
- **Speed Management Policies.** The City shall develop and implement speed management policies that support driving speeds on all city streets that are safe for bicyclists.
- **Connections between New Development and Bicycle Facilities**. The City shall require that new development provides connections to and does not interfere with existing and proposed bicycle facilities.
- **Class II Bike Lane Requirements.** The City shall require Class II bike lanes on all new arterial and collector streets.
- **Connections between New Development and Bikeways.** The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways.
- **Conversion of Underused Facilities.** The City shall convert underused rights-of-way along travel lanes, drainage canals, and railroad corridors to bikeways wherever possible and desirable.
- **Bike Safety for Children.** The City shall support infrastructure and programs that encourage children to bike safely to school.
- **Bike Facilities in New Developments.** The City shall require that larger new development projects (e.g., parkand-ride facilities, employment centers, educational institutions, recreational and retail destinations, and commercial centers) provide bicycle parking (i.e., short-term bicycle parking for visitors and long-term bicycle parking for residents or employees), personal lockers, showers, and other bicycle-support facilities.
- **Bicycle Parking at Transit Facilities.** The City shall coordinate with transit operators to provide for secure short- and long-term bicycle parking at all light rail stations, bus rapid transit stations, and major bus transfer stations.
- **Public Information and Education.** The City shall promote bicycling through public information and education, including the publication of literature concerning bicycle safety and the health and environmental benefit of bicycling.
- **Encourage Bicycle Use.** The City shall encourage bicycle use in all neighborhoods, especially where short trips are most common.

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 the City/County Bicycle 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
o Public Colleges/Universities	20 per facility
o Schools/Parks/Libraries/Community Centers	5 per facility
o 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:

- Middlecoff Way/Pendleton St/53rd Ave
- Amherst St/60th Ave/20th St
- Broadway: Bike lanes or "sharrow" designations on Broadway between 19th and 21st Streets
- Truxel Rd at Del Paso Rd: Intersection Improvements for Bicycles

There were four projects deleted since the 2008 TPG. These projects have been completed or will be completed in 2010:

- Amherst St between Florin Rd and Meadowview Rd – Completed.
- San Juan Road between East Commerce Way and Azevedo Drive - Project funded, will be constructed in 2010.
- Gloria Dr. between 43rd Ave and Greenhaven Dr – Completed.

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:

- Ueda Park Bike Trail Connection to Sacramento Northern Trail
- Reichmuth Park to Del RioTrail
- Ueda Park Bike Trail Connection at El Camino Ave Bridge

There were two projects deleted since the 2008 TPG. This project was completed in early 2010.

- Kroy Pathway - T Street at Kroy Way to 65th Street - Project Funded.
- Airport Road Access Trail – Constructed by private development.

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 were no new projects added to the list since the 2008 TPG.

There was one project deleted since the 2008 TPG. This project is fully funded and construction will begin in 2010..

- I-80 Bridge(N to S. Natomas) Bike/Ped. Connection over I-80 at the West Canal between North & South Natomas.

TABLE E-1

YEAR 2010 - BICYCLE SECTION - ON-STREET BIKEWAYS

2010 Rank	2008 Rank	Council District	ON-STREET BIKEWAYS		Activity Centers Score	Barrier Elim. Score	Traffic Char. Score	ROW/ Cost Score	Link to transp. System Score	Travel Cont. Score	Geog. Dist. Score	Rec Poten. Score	Total Score
			Maximum Points in Scoring Category:		**20**	**15**	**15**	**15**	**10**	**10**	**5**	**10**	**100**
			Project Description	**Miles**									
1	1	2	**Bell Avenue East:** Bell Ave. between Rio Linda Blvd. and Winters St	2.0	20	15	5	11	10	7	5	4	77
2	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
3	5	2,3	**Roseville Road:** Roseville Rd. between Auburn Blvd. and City Limits	1.6	15	15	7	11	8	10	1	6	73
4	3	5	**Franklin Blvd:** Franklin Blvd between 2nd Ave and Fruitridge Rd	2.1	20	4	9	11	10	7	3	8	72
4	3	1	**San Juan Road East:** San Juan Road between Fong Ranch Road and Zenobia Way	0.3	20	6	6	15	10	7	4	4	72
6	6	3,6	**65th Street:** 65th St. between Q St. and 14th Ave	0.9	20	4	8	15	10	7	4	2	70
7	8	4	**Freeport Blvd:** Freeport Blvd between 4th Ave and 14th Ave	1.1	20	4	9	11	10	7	2	6	69
8	New	5	**Middlecoff Way/Pendleton St/53rd Ave:** Connection from Mogan Dr to 24th St to complete the link from the northeastern corner of Chorley Park through the Golf Course Terrace neighborhood to Harkness School and Woodbine Park on 24th Street.	0.5	20	4	7	15	9	7	2	4	68
9	8	4	**Seamas Avenue:** Seamas Ave between Peidmont and S Land Park Dr	0.9	20	6	2	15	9	7	1	6	66
9	12	5	**Sutterville/12th Ave:** Sutterville Rd. between Freeport and Franklin Blvd	0.9	20	10	6	7	10	7	2	4	66
11	New	5	**Amherst St/60th Ave/20th St:** Connection from Florin Rd to Chorley Park to complete the link from the northeastern corner of Morse School/Chorley Park.	0.7	20	2	7	15	9	7	1	4	65
11	8	1	**Bannon Creek Drive:** Bannon Creek Dr between Azevedo Dr and Truxel Rd	0.4	20	2	8	15	8	7	1	4	65
13	12	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
14	14	1	**Pebblewood Drive:** Pebblewood Dr between Azevedo Dr and Leonor Dr*	1.2	15	4	6	15	10	7	2	4	63
14	22	3,6	**Redding Avenue:** Redding Ave between 14th Ave and 4th Avenue*	0.3	20	2	6	15	3	10	5	2	63
16	8	7,8	**Bruceville Rd.:** Bruceville Rd between Valley Hi Dr and Wyndham Dr*	0.6	20	0	5	15	10	7	1	4	62
16	16	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
16	17	2	**Norwood Avenue:** Norwood Ave. between Main Ave and Grace Ave	0.2	15	4	5	15	8	10	3	2	62
16	18	3	**McKinley Blvd:** McKinley Blvd between 33rd St and Elvas Ave	0.8	20	0	6	15	7	7	1	6	62
20	18	5	**24th Street South:** 24th St between 22nd Avenue and Sutterville Bypass	0.4	20	4	5	11	7	7	2	4	60
21	18	4	**V Street:** V St. between 8th St. and 18th St..	0.8	20	0	7	15	5	7	1	4	59
22	24	1	**Capitol Mall:** Capitol Mall between Front St and 10th St	0.7	20	0	9	11	9	0	1	8	58
22	36	2	**Bell Avenue West:** Bell Av. between Norwood Ave and Bollanbacher Ave	0.6	10	2	8	15	6	10	5	2	58
24	22	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	7	15	8	7	2	4	57
24	24	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	24	2	**Main Avenue:** Main Ave. between Pell Dr. and Rio Linda Blvd	1.6	5	10	5	15	10	7	3	2	57
24	29	4,7	**Pocket/Meadowview Road:** Pocket/Meadowview Rd between Greenhaven Dr and Freeport Blvd	0.6	5	6	6	15	8	10	5	2	57
28	42	5	**33rd Street:** 33rd St between Broadway and 12th Ave	0.6	15	2	7	15	5	5	1	6	56

TABLE E-1

YEAR 2010 - BICYCLE SECTION - ON-STREET BIKEWAYS

2010 Rank	2008 Rank	Council District	ON-STREET BIKEWAYS		Activity Centers Score	Barrier Elim. Score	Traffic Char. Score	ROW/ Cost Score	Link to transp. System Score	Travel Cont. Score	Geog. Dist. Score	Rec Poten. Score	Total Score
			Maximum Points in Scoring Category:		**20**	**15**	**15**	**15**	**10**	**10**	**5**	**10**	**100**
28	**14**	**8**	**Brookfield Drive:** Brookfield Dr between Franklin Blvd and Titan Parkway*	0.2	15	6	6	15	9	0	1	4	56
30	**31**	**3**	**H Street West:** H Street between Alhambra Blvd. and 33rd St	0.2	15	0	8	11	4	10	1	6	55
30	**31**	**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
32	**24**	**4**	**Golden Oak/Alma Vista:** Golden Oak Ave between S. Land Park Dr and Pocket Rd	0.7	10	4	6	15	7	7	1	4	54
33	**31**	**4**	**South Land Park Bikeways:** 13th St. between 43rd Ave. and S. Land Park Dr; 35th Avenue between Park Village St and Freeport Blvd*	0.8	15	2	4	15	9	7	1	0	53
33	**35**	**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
33	**New**	**4**	**Broadway:** Bike lanes or "sharrow" designations on Broadway between 19th and 21st Streets	0.2	15	4	2	11	9	5	3	4	53
36	**34**	**1**	**Shady Arbor Drive:** Shady Arbor Dr. between West River Dr. and dead end	0.3	10	2	8	15	2	10	1	4	52
37	**29**	**4,5**	**24th Street North:** 24th Street between 2nd Avenue and Broadway*	0.3	15	4	2	11	9	5	1	4	51
37	**37**	**2**	**Grand Avenue:** Grand Ave between Marysville Blvd and Winters St	1.0	10	2	3	15	8	7	4	2	51
39	**38**	**4,7**	**Havenside Drive:** Havenside Dr. between Riverside Blvd. and Florin Rd..	0.5	5	2	5	15	8	10	1	4	50
39	**38**	**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
41	**New**	**7**	**Windbridge Drive:** Windbridge Drive between Pocket Road and Rush River Drive	0.5	20	2	2	11	2	7	1	4	49
42	**40**	**6**	**Cucamonga Avenue:** Cucamonga Ave between Ramona Ave and Power Inn Rd	0.3	5	2	8	15	3	10	1	4	48
43	**41**	**1**	**West El Camino Avenue:** W. El Camino Avenue between Gateway Oaks and I-5	0.4	10	6	6	4	8	10	1	2	47
44	**42**	**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
45	**44**	**7**	**Pocket Road:** Pocket Rd between Park Riviera Wy and Riverside Blvd	0.8	0	2	1	15	7	10	1	4	40
45	**New**	**1**	**Truxel Rd at Del Paso Rd:** Intersection Improvements for Bicycles	0.1	15	2	7	11	2	0	1	2	40
47	**45**	**2**	**Canterbury Road:** Canterbury Road between Slobe Avenue and Frontage Road	0.4	5	6	1	8	2	7	2	2	33

"New" in the 2008 Rank column indicates projects added this year.

***Indicates change to project limits since last TPG.**

TABLE E-2

YEAR 2010 - BICYCLE SECTION - OFF-STREET BIKE TRAILS

2010 Rank	2008 Rank	Council District	OFF-STREET BIKEWAYS		Activity Centers Score	Barrier Elim. Score	Traffic Char. Score	ROW/ Cost Score	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	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	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	7	1	6	78
3	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	7	1	4	75
4	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	10	1	6	74
5	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	7	3	6	73
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	1	6	73
7	New	2	**Ueda Park Bike Trail Connection to Sacramento Northern Trail** - Trail along the east side of Steelhead Creek from El Camino Avenue to Sacramento Northern Trail	0.4	15	10	15	8	9	10	1	4	72
8	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	10	5	2	70
8	7	2	**Haggin Oaks Golf Course -** Bike trail from Fulton Ave to Longview Dr.	0.3	15	10	15	7	7	7	5	4	70
10	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	10	1	6	69
11	10	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	7	1	6	68
12	11	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	7	1	2	66
12	11	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	7	1	8	66
12	11	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	10	1	6	66
12	11	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	10	1	4	66
16	15	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	10	1	2	64
17	16	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	7	1	4	63
18	17	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	7	1	6	62
19	17	3,6	**U.P. Tracks (old SP east/west mainline) -** CSUS to Power Inn Road	2.5	20	2	15	4	9	7	1	4	62
20	19	8	**Laguna Creek South Trail** - Bike trail along the south side of Laguna Creek from the existing bridge westward to the City limits. Distance of 0.26 miles.	0.3	10	4	15	15	2	10	1	4	61

TABLE E-2

YEAR 2010 - BICYCLE SECTION - OFF-STREET BIKE TRAILS

2010 Rank	2008 Rank	Council District	OFF-STREET BIKEWAYS		Activity Centers Score	Barrier Elim. Score	Traffic Char. Score	ROW/ Cost Score	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									
20	19	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	10	1	2	61
20	New	5	**Reichmuth Park to Del RioTrail -** Bicycle trail following the wooded drainage way from Reichmuth Park to Proposed Del Rio Trail	0.7	10	0	15	15	8	10	1	2	61
23	21	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	10	1	2	60
24	22	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	10	1	6	59
24	22	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	7	5	2	59
24	22	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	10	1	0	59
27	26	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	10	1	6	58
27	26	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	7	1	2	58
27	26	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	10	1	6	58
30	29	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	7	2	2	57
31	22	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	7	1	2	56
31	30	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	10	1	4	56
31	30	2,3	**U.P. Tracks (old SP east/west mainline) -** Sacramento to Roseville	5.0	10	0	15	4	8	10	5	4	56
31	New	2	**Ueda Park Bike Trail Connection at El Camino Ave Bridge** - Pave the undercrossing at the new West El Camino bridge where it crosses the Steelhead Creek drainage canal (west side of canal). Distance of .17 miles.	0.2	5	2	15	12	9	10	1	2	56
35	33	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	10	1	2	55
35	33	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	10	1	6	55
37	35	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	10	5	4	54
37	35	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	1	4	54
37	35	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	10	1	8	54

TABLE E-2

YEAR 2010 - BICYCLE SECTION - OFF-STREET BIKE TRAILS

2010 Rank	2008 Rank	Council District	OFF-STREET BIKEWAYS		Activity Centers Score	Barrier Elim. Score	Traffic Char. Score	ROW/ Cost Score	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									
37	35	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	10	1	6	54
41	40	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	10	1	2	53
41	40	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	7	1	4	53
43	42	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	7	1	4	51
44	43	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	7	2	4	50
45	44	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	10	4	4	48
45	44	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	10	1	2	48
47	46	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	7	3	2	46
47	46	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	10	1	4	46
49	48	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	7	5	2	45
49	48	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	10	1	2	45
49	48	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	10	1	4	45
52	51	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	10	1	2	44
53	52	2	**Roanoke Ave Access Trail** - Bike trail from Roanoke Avenue to Winters Street. Distance of 200 feet.	0.0	0	2	15	15	0	10	1	0	43
54	53	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	7	1	4	42
55	54	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	10	1	2	30

"New" in the 2008 Rank column indicates projects added this year.

***Indicates change to project limits since last TPG.**

TABLE E-3

YEAR 2010 - BICYCLE SECTION - BIKE/PED BRIDGES

2010 RANK	2008 RANK	Council District	BIKE/PED BRIDGE PROJECTS	POPULATION POINTS	ACTIVITY CENTER POINTS	BARRIER ELIM. POINTS	CROSSING TYPE POINTS	ROW/COST POINTS	TRANSP SYSTEM POINTS	TRAVEL CONTINUITY POINTS	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	11	10	30	5	4	5	5	**70**
3	**3**	**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	**4**	**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	**5**	**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	**6**	**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	8	5	30	5	4	1	5	**58**
7	**10**	**3**	**Glenn Hall Park Bridge** - Provides Bike/Ped. Connection over the American River between the American River Parkway and the Riverpark neighborhood.	10	10	20	5	4	1	5	**55**
8	**7**	**1**	**San Juan Rd at I-80 -** Provides a Bike/Ped Bridge over I-80 aligned with San Juan Rd	8	10	20	5	4	3	5	**55**
9	**7**	**1**	**Richards Boulevard Bike/Ped Bridge** - Provides Bike/Ped over Sacramento River west of Richards Boulevard.	12	15	10	5	4	5	3	**54**
9	**9**	**1**	**Downtown Natomas Airport Joint Use Bridge -** Provides Bike/Ped over American River in line with Truxel Rd.	12	15	10	5	4	3	5	**54**
11	**11**	**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	**11**	**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**
11	**11**	**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**
14	**14**	**1**	**I-80 Bridge(N to S. Natomas)** - Provides Bike/Ped. connection over I-80 near Bannon Creek between North & South Natomas.	8	10	20	5	0	3	5	**51**

TABLE E-3

YEAR 2010 - BICYCLE SECTION - BIKE/PED BRIDGES

2010 RANK	2008 RANK	Council District	BIKE/PED BRIDGE PROJECTS	POPULATION POINTS	ACTIVITY CENTER POINTS	BARRIER ELIM. POINTS	CROSSING TYPE POINTS	ROW/COST POINTS	TRANSP SYSTEM POINTS	TRAVEL CONTINUITY POINTS	TOTAL
			Maximum Points in Scoring Category:	**20**	**20**	**40**	**5**	**5**	**5**	**5**	**100**
15	**16**	**3**	**Guy West Bridge Maintenance** (painting)	10	20	0	5	5	5	5	**50**
16	**16**	**1**	**I Street Bridge** - Provides Bike Ped deck at railroad level over Sacramento River.	12	15	5	5	4	5	3	**49**
16	**18**	**3**	**H Street Bridge -** Provides Bike/Ped. Path on the north side of the H Street bridge.	10	20	5	5	3	1	5	**49**
16	**14**	**8**	**State Route 99 at Calvine Bridge** - Provides a Bike/Ped Crossing of State Route 99 north of Calvine Road.	6	0	30	5	2	1	5	**49**
19	**18**	**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**
19	**20**	**2**	**Haggin Oaks Crossing -** Provides Bike/Ped. Connection over railroad tracks and Arcade Creek connecting north Sacramento to Haggin Oaks Bike Trail.	7	5	20	5	3	3	5	**48**
21	**22**	**1**	**Two Rivers Trail Bridge** - Provides a Bike/Ped Crossing of North12th/North 16th Streets along the south bank of the American River Parkway.	13	10	10	5	3	1	5	**47**
21	**20**	**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**
21	**22**	**1**	**Northgate Boulevard at C1 Canal** - Provides Bike/Ped. Crossing of Northgate Boulevard at the C1 Canal in North Natomas.	6	10	20	3	2	1	5	**47**
24	**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**
25	**25**	**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	**26**	**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**
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**
28	**29**	**1**	**East Drain at Sump 20**- Provides Bike/Ped. Connection over East Drain Canal near Sump 20 in North Natomas.	8	10	10	5	2	1	5	**41**
29	**30**	**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.	8	10	5	5	4	3	5	**40**

TABLE E-3

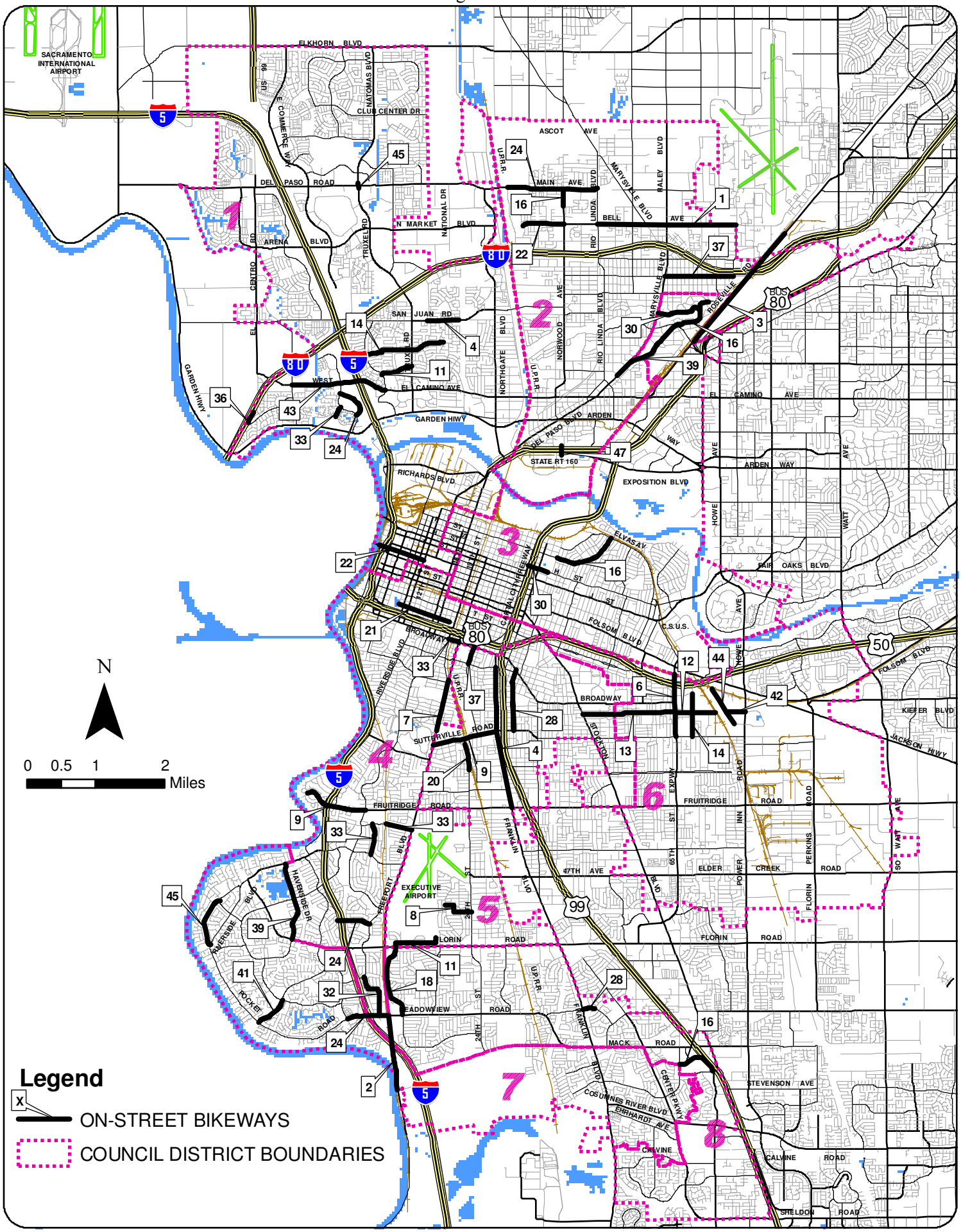
YEAR 2010 - BICYCLE SECTION - BIKE/PED BRIDGES

2010 RANK	2008 RANK	Council District	BIKE/PED BRIDGE PROJECTS	POPULATION POINTS	ACTIVITY CENTER POINTS	BARRIER ELIM. POINTS	CROSSING TYPE POINTS	ROW/COST POINTS	TRANSP SYSTEM POINTS	TRAVEL CONTINUITY POINTS	TOTAL
			Maximum Points in Scoring Category:	**20**	**20**	**40**	**5**	**5**	**5**	**5**	**100**
30	**31**	**1**	**California Indian Heritage Center Bridge** - Provides a Bike/Ped Crossing of American River adjacent to north 12th Street.	13	10	0	5	3	5	3	**39**
31	**32**	**2**	**Canterbury Road Bridge** - Provides Bike/Ped. expansion over State Route 160 at Canterbury Road	9	5	10	5	3	1	5	**38**
32	**33**	**2**	**Pilgrim Court Bridge** - Provides a Bike/Ped Crossing of Arcade Creek at Pilgrim Court between Los Robles Boulevard and Del Paso Boulevard.	7	0	10	5	5	5	5	**37**
33	**34**	**1**	**I-5 Bridge in S. Natomas** - Provides Bike/Ped. connection over I-5 between West El Camino Ave and Garden Highway.	7	5	10	5	3	1	5	**36**
34	**37**	**1**	**San Juan Rd 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**
34	**36**	**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**
34	**34**	**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	**38**	**1**	**Del Paso Rd at East Drain -** Provides Bike/Ped. Connection over Del Paso Rd at the East Drain Canal in North Natomas.	6	10	5	3	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	**38**	**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**
40	**42**	**1**	**San Juan Crossing at West Canal** - Provides Bike/Ped. crossing of San Juan at the West Canal in North Natomas.	5	10	5	2	3	3	5	**33**
41	**46**	**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	5	10	5	4	1	3	**32**
41	**42**	**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**
41	**38**	**1**	**Southern Pacific Railyards Underpass** - Provides Bike/Ped. expansion under Railroad mainline at SP Railyards site	12	5	5	5	1	1	3	**32**

TABLE E-3

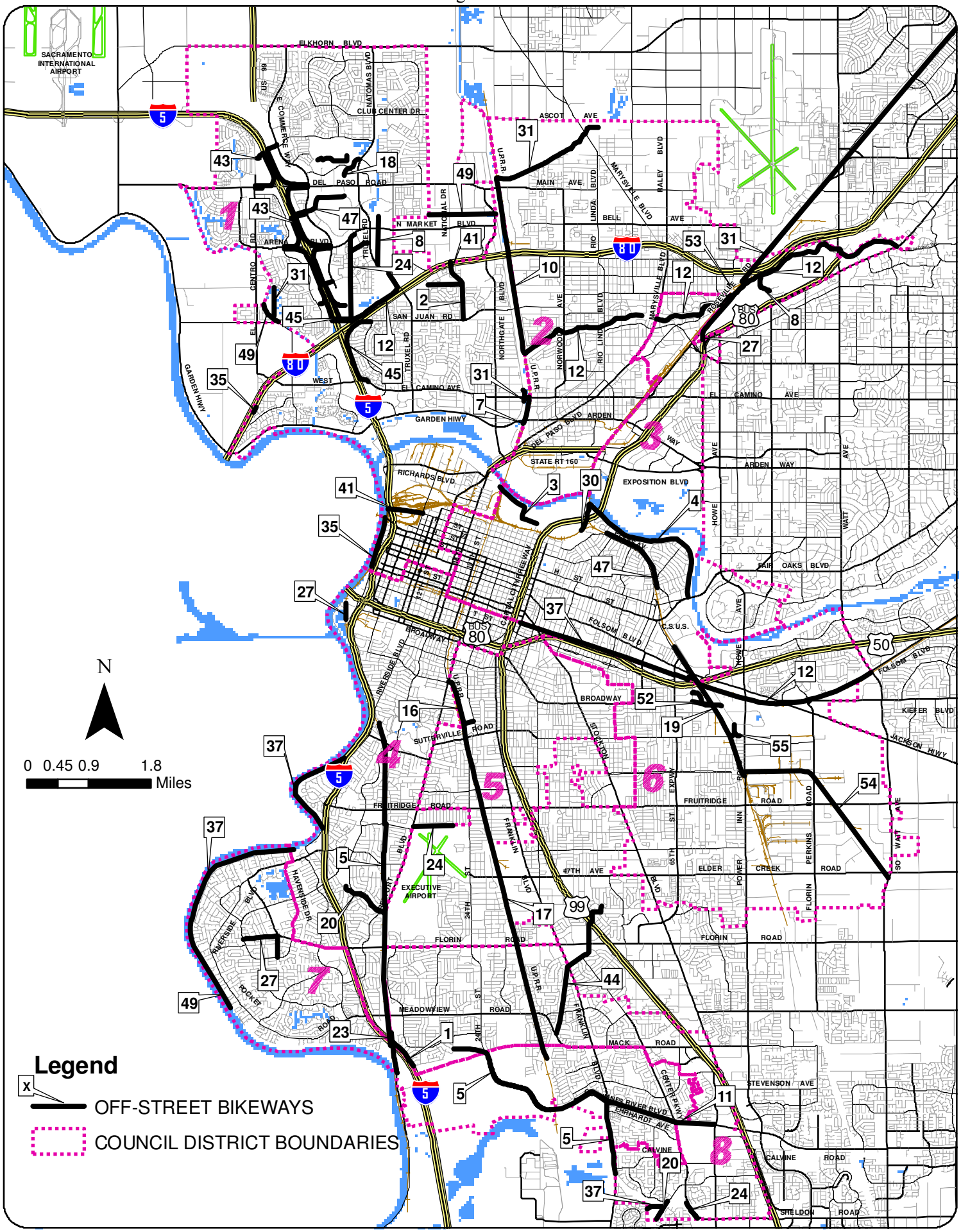
YEAR 2010 - BICYCLE SECTION - BIKE/PED BRIDGES

2010 RANK	2008 RANK	Council District	BIKE/PED BRIDGE PROJECTS	POPULATION POINTS	ACTIVITY CENTER POINTS	BARRIER ELIM. POINTS	CROSSING TYPE POINTS	ROW/COST POINTS	TRANSP SYSTEM POINTS	TRAVEL CONTINUITY POINTS	TOTAL
			Maximum Points in Scoring Category:	**20**	**20**	**40**	**5**	**5**	**5**	**5**	**100**
41	**44**	**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)	9	10	0	2	5	1	5	**32**
45	**45**	**1**	**Saint Hilarion Crossing at West Canal** - Provides Bike/Ped. crossing of Saint Hilarion Boulevard in North Natomas.	5	10	5	2	3	1	5	**31**
46	**46**	**1**	**West Canal Crossing at El CentroRd -** Provides Bike/Ped. connection over West Canal at El Centro Rd in North Natomas.	4	0	10	5	3	1	5	**28**
47	**48**	**1**	**El Centro Rd at West Canal -** Provides Bike/Ped. crossing of El Centro Rd at the West Canal in North Natomas.	4	0	5	2	4	1	5	**21**

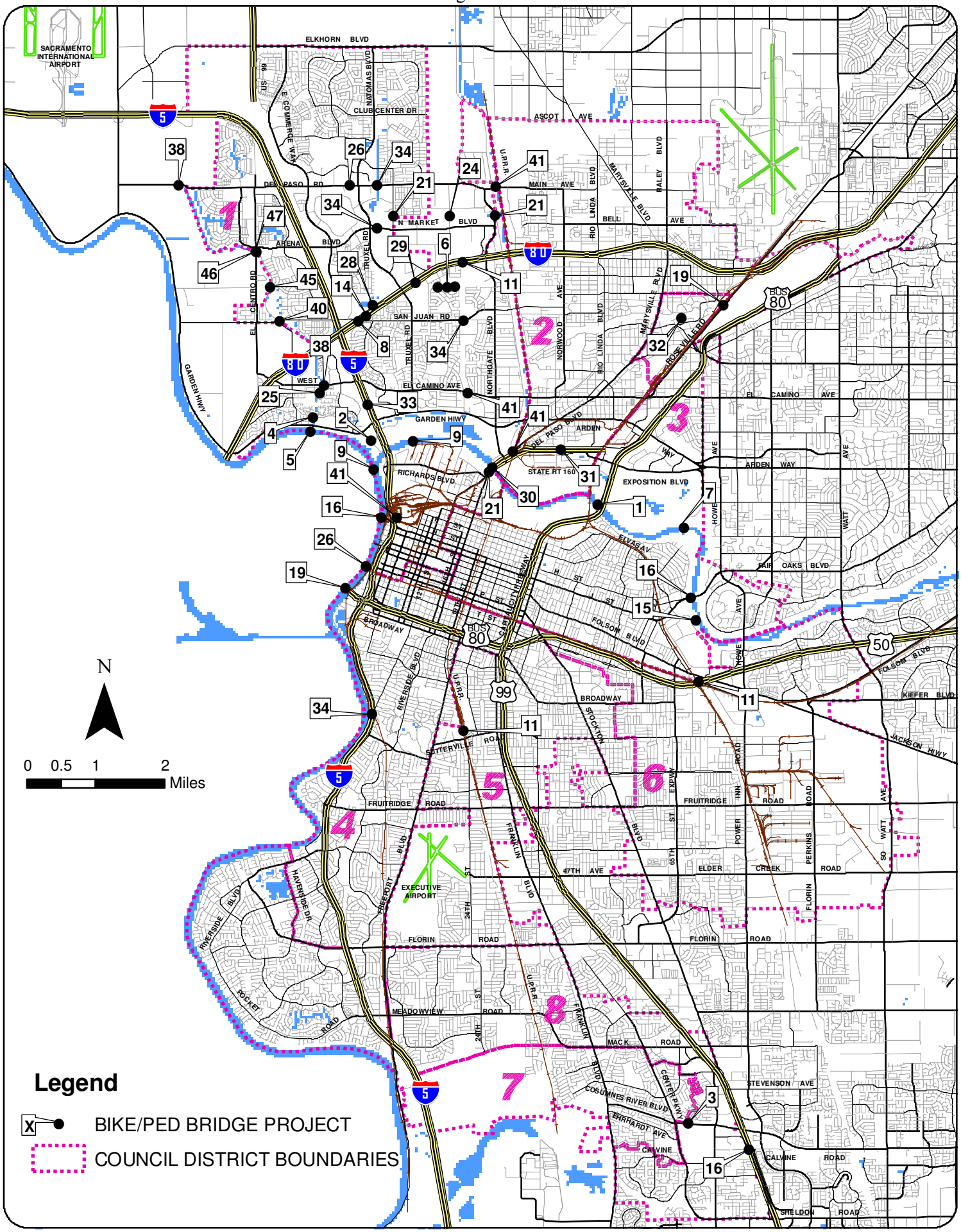


BICYCLE SECTION - ON-STREET PROJECTS

Figure E-2



BICYCLE SECTION - OFF-STREET PROJECTS



BICYCLE SECTION - BIKE/PED BRIDGE PROJECTS

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.

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 March 3, 2009) goal and policies:

Goal

Comprehensive Transportation System. Provide a transportation system that is effectively planned, managed, operated, and maintained.

Policies:

- Travel System - The City shall manage the travel system to ensure safe operating conditions.
- Facilities and Infrastructure - The City shall effectively operate and maintain transportation facilities and infrastructure to preserve the quality of the system.

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 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.

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

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:

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

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)*

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

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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.

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.

Two new projects were added to the list:

- Vinci Avenue @ Magpie Creek Diversion.
- Franklin Boulevard @ Laguna Creek.

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

- Northgate Blvd @ Natomas E Main Drain Canal - New inspection report has a Sufficiency Rating of greater than 80 and has no SD/FO flag.
- Pocket Rd @ Douglas Drain - New inspection report has a Sufficiency Rating of greater than 80 and has no SD/FO Flag.
- Arden Way @ UPRR, Amtrak, LRT- New inspection report has a Sufficiency Rating of greater than 80 and has no SD/FO Flag.

TABLE F-1

YEAR 2010 - BRIDGE PROJECTS

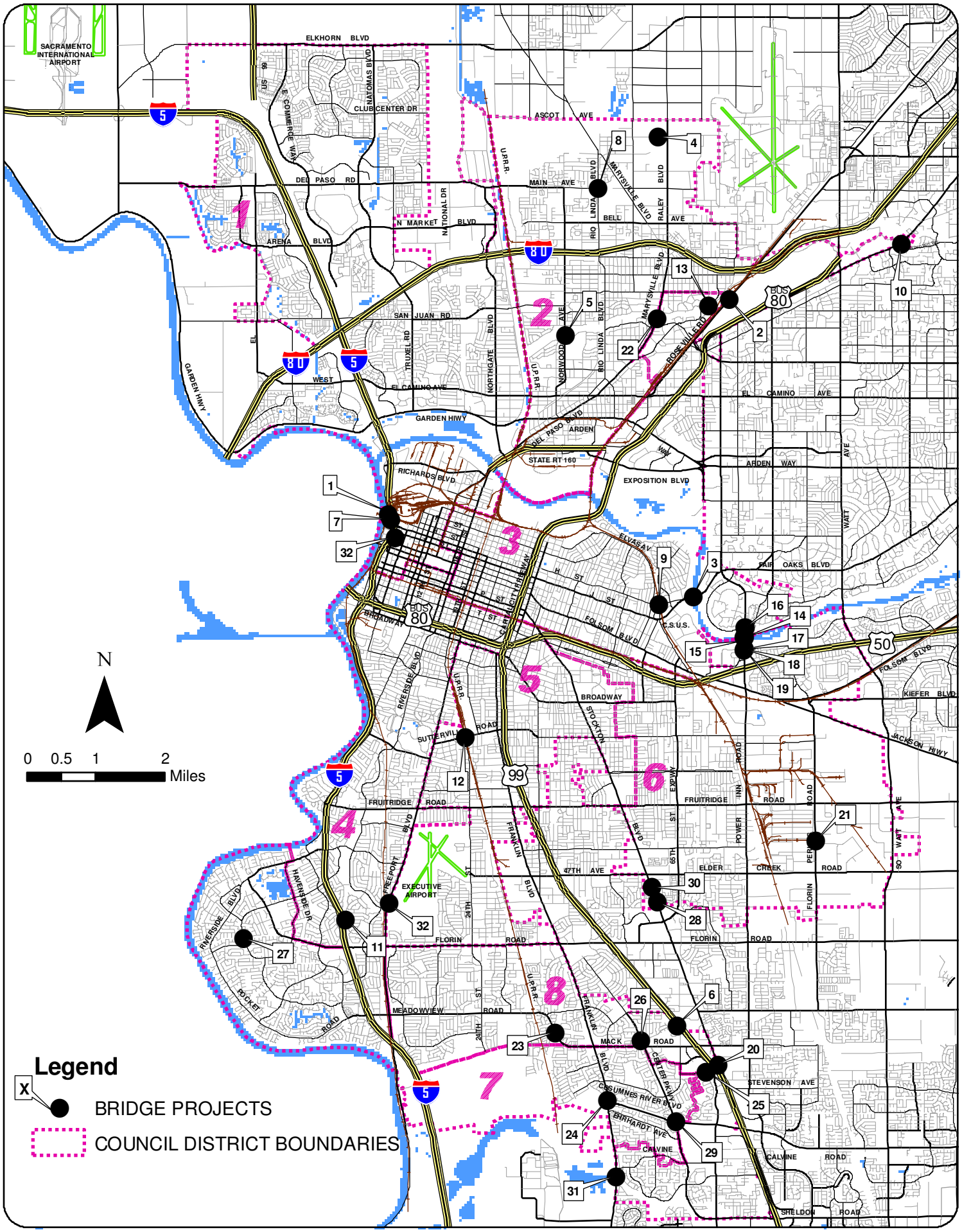
2010 Rank	2008 Rank	Council District	Bridge No.	Bridge Name	SD/FO FLAG	Sufficiency Rating	Structural Deficiency Score	Service Deficiency Score	Functional Deficiency Score	Deficiency Total
							50	**20**	**30**	**100**
1	**1**	**1**	24C0006	JIBBOOM ST @ UP RR YARD	SD	47.8	50	20	11.7	**81.7**
2	**2**	**2**	24C0003	ROSEVILLE RD @ ARCADE CREEK	SD	42	50	20	7.2	**77.2**
3	**5**	**3**	24C0076	H STREET @ AMERICAN RIVER	FO	58	25	20	11.6	**56.6**
4	**New**	**2**	24C0224	VINCI AVE @ MAGPIE CREEK DIVERSION	SD	41.9	50	0	0.0	**50.0**
5	**7**	**2**	24C0080	NORWOOD AVE @ ARCADE CREEK	SD	72.4	25	20	3.2	**48.2**
6	**18**	**8**	24C0093	LA MANCHA WAY @ ELDER CREEK	FO	74.7	25	20	1.8	**46.8**
7	**6**	**1**	24C0364L	I STREET @ I STREET VIADUCT	SD	63.1	25	10	10.6	**45.6**
8	**15**	**2**	24C0129	RIO LINDA BLVD @ MAGPIE CREEK	FO	67.2	25	10	5.2	**40.2**
9	**9**	**3**	24C0069	ELVAS AVE @ H ST	FO	78.5	25	10	5.1	**40.1**
10	**13**	**2**	24C0081	AUBURN BLVD @ ARCADE CREEK	FO	53.8	25	10	4.1	**39.1**
11	**16**	**4**	24C0289	56TH AVE @ SOUTH SACRAMENTO DRAIN	SD	72.5	25	10	0.0	**35.0**
12	**8**	**5**	24C0300	SUTTERVILLE ROAD @ UP RR, BNSF RY & 24TH ST	FO	81.8	0	20	2.6	**22.6**
13	**20**	**3**	24C0254	VERANO ST @ ARCADE CREEK		79.5	0	10	11.3	**21.3**
14	**4**	**3**	24C0143L	HOWE AVE @ UNIVERSITY AVE (Southbound)		69.4	0	10	7.5	**17.5**
15	**14**	**6**	24C0142L	HOWE AVE @ LA RIVIERA DR (Southbound)		69.7	0	10	5.2	**15.2**
16	**3**	**3**	24C0143R	HOWE AVE @ UNIVERSITY AVE (Northbound)		70.4	0	10	4.4	**14.4**
17	**11**	**6**	24C0142R	HOWE AVE @ LA RIVIERA DR (Northbound)		71.6	0	10	3.5	**13.5**
18	**10**	**3,6**	24C0107R	HOWE AVE @ AMERICAN RIVER (Northbound)		71.6	0	10	3.4	**13.4**
19	**12**	**3,6**	24C0107L	HOWE AVE @ AMERICAN RIVER (Southbound)		58.6	0	10	3.1	**13.1**
20	**21**	**8**	24C0091	STOCKTON BLVD @ UNION HOUSE CREEK		61.8	0	10	2.3	**12.3**
21	**22**	**6**	24C0118	FLORIN PERKINS RD @ MORRISON CREEK	SD	85.7	0	10	1.8	**11.8**
22	**24**	**2,3**	24C0253	MARYSVILLE BLVD @ ARCADE CREEK	SD	89.6	0	10	1.1	**11.1**
23	**26**	**8**	24C0252	MACK ROAD @ MORRISON CREEK	SD	92.6	0	10	0.5	**10.5**
24	**23**	**7**	24C0521	FRANKLIN BLVD @ UNION HOUSE CREEK	SD	93.8	0	10	0.5	**10.5**
25	**27**	**8**	24C0294	WYNDHAM DRIVE @ UNION HOUSE CREEK	SD	94.8	0	0	10.2	**10.2**
26	**28**	**8**	24C0219L	CENTER PARKWAY @ ELDER CREEK	SD	82.9	0	0	5.0	**5.0**
27	**29**	**7**	24C0292	GLORIA DRIVE @ MAIN CANAL	SD	89.4	0	0	3.7	**3.7**
28	**30**	**6**	24C0096	STOCKTON BLVD @ MORRISON CREEK TRIBUTARY		74.6	0	0	3.4	**3.4**

TABLE F-1

YEAR 2010 - BRIDGE PROJECTS

2010 Rank	2008 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	**31**	**7,8**	24C0299	CENTER PARKWAY @ STRAWBERRY CREEK	SD	93.5	0	0	3.4	**3.4**
30	**32**	**6**	24C0097	STOCKTON BLVD @ MORRISON CREEK		76.5	0	0	2.2	**2.2**
31	**New**	**8**	24C0116	FRANKLIN BLVD @ LAGUNA CREEK	SD	94.2	0	0	1.4	**1.4**
32	**33**	**5**	24C0295	EXECTVE AIRPT RD @ EXECUTIVE DRAIN		60.6	0	0	0.0	**0.0**
32	**33**	**1**	24CO378	K STREET @ K STREET AT HOLIDAY GARAGE		78.9	0	0	0.0	**0.0**

"New" in the 2008 Rank column indicates projects added this year.



BRIDGE PROJECTS

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 March 3, 2009) goals and policies:

Goal

Integrated Pedestrian System. Design a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking.

Policies:

- Sidewalk Design. The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate pedestrians including the disabled; a buffer separating pedestrians from the street and curbside parking; amenities; and allow for outdoor uses such as cafes.
- Streetscape Design. The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, news racks, and other

furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.

- Cohesive Network. The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel.

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:

- To improve the safety and convenience of pedestrians and bicyclists; and
- 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

There were no new projects added to the Commercial Corridor list.

Four projects were deleted:

R St Corridor, 10th Street to 13th Street - Project funded.
Del Paso Blvd Phase II(Hwy 160 to Arden Way) - Project funded.
Fruitridge Road, 65th Street to Power Inn Road - Project funded.
Broadway (37th Avenue to Stockton Boulevard) - Project constructed.

Other Corridors

Two new projects were added:

- East Stockton Blvd.- Southbound from Mack Road to Hwy 99 On ramp: Landscaping, Safety Improvements
- Northgate Blvd at SR 160 underpass landscaping with groundcover

Four projects were deleted.

- Florin Road (21st Street to Freeport Blvd) - Project constructed.
- Redding Avenue, 4th Avenue to Q Street - Project funded.
- Martin Luther King Jr Blvd Phase I, Broadway to 21st Street - Project funded.
- 24th Street, 50th Avenue to 57th Avenue - Project funded.
- Meadowview Road Streetscape (First Phase) - Decorative fence on the southside of Meadowview Road from 24th Street to Amherst Street - Project funded.

Table G-1 presents the final point total and ranking of the 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 other corridor streetscape enhancement projects. Figure G-2 shows the approximate locations of the projects.

TABLE G-1

YEAR 2010 - STREETSCAPE ENHANCEMENTS
COMMERCIAL CORRIDORS

2010 Rank	2008 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	**2**	**4**	Broadway (Miller Park to Alhambra Blvd)	Urban Design Complete	8	4	15	15	3	15	15	**75**
3	**3**	**1**	Northgate Blvd (Garden Highway to Rosin Ct)	Master Plan Complete	14	6	0	15	7	15	15	**72**
4	**5**	**5**	Franklin Blvd (Sutterville Rd to Florin Rd)	Master Plan Complete	14	3	5	15	3	12	15	**67**
4	**13**	**1,3,4**	16 St (C St to Broadway)	Master Plan in Progress	11	4	5	15	7	15	10	**67**
6	**8**	**4,5,8**	Freeport Blvd (Broadway to I-5)	Master Plan Complete	14	7	0	5	7	15	15	**63**
7	**8**	**3,6**	65th St (Folsom Blvd to Broadway)		0	9	10	10	3	15	15	**62**
7	**8**	**2**	Marysville Blvd Phase III and IV (Arcade Creek to I-80)	Master Plan in Progress	11	6	0	15	3	12	15	**62**
9	**11**	**1**	Richards Blvd (16th St to Jibboom St)		0	3	15	10	3	15	15	**61**
9	**11**	**5,8**	Florin Rd, 24th St to City Limits	Master Plan in Progress	11	9	0	15	3	8	15	**61**
11	**14**	**4**	R St Corridor, 16th St to 18th St	Construction Docs in Progress	17	0	10	10	3	8	11	**59**
12	**16**	**1**	12th St/Alkali Flat		0	1	10	15	7	8	10	**51**
13	**17**	**3,6**	Folsom Blvd (33rd St to Howe Ave)		0	4	10	0	3	15	15	**47**
14	**18**	**4**	15th & 16th St (between W/X Freeway to Broadway)		0	4	0	5	7	8	15	**39**

TABLE G-2

YEAR 2010 - STREETSCAPE ENHANCEMENTS - OTHER CORRIDORS

2010 Rank	2008 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 Complete	14	9	10	15	3	15	15	**81**
2	**2**	**6**	Power Inn Rd (Hwy 50 - City Limits)		0	9	15	15	3	15	15	**72**
3	**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**
4	**6**	**5**	Martin Luther King Jr Blvd Phase II, 21st St to Fruitridge Road	Master Plan Complete	14	1	0	15	3	15	15	**63**
5	**7**	**1**	I Street, 2nd St to 5th St, I Street Old Sac Gateway		0	0	15	10	3	15	15	**58**
5	**7**	**1**	Capitol Mall Streetscape Improvements		0	1	15	10	7	15	10	**58**
7	**10**	**8**	Mack Rd/Brookfield Dr/Meadowview Rd at Future LRT		0	7	10	15	7	0	15	**54**
8	**11**	**5**	Fruitridge Rd (SR 99 to 24th St)	Master Plan Complete	14	6	0	15	3	0	15	**53**
9	**13**	**6**	65th St (Broadway to City limits)		0	10	10	5	3	12	10	**50**
10	**15**	**1**	10th St Corridor (L St to I St)		0	1	5	10	3	15	15	**49**
10	**15**	**2**	Arden Wy (Del Paso Blvd to Royal Oaks Dr)		0	4	0	15	7	8	15	**49**
12	**13**	**3, 4, 5**	Alhambra Blvd (C St to Broadway)		0	1	0	10	7	15	15	**48**
13	**17**	**2**	Arden Way: Royal Oaks to Evergreen Street		0	4	10	15	3	0	15	**47**
14	**11**	**2**	Norwood Ave (Fairbanks Ave to Main Ave)		0	1	0	15	3	15	10	**44**
15	**18**	**2, 3**	El Camino Ave (Del Paso Blvd to I-80)		0	6	5	15	3	4	10	**43**
16	**19**	**1**	Jibboom St, entire length		0	0	15	15	3	4	5	**42**
17	**20**	**7,8**	Valley Hi Dr, from Wyndham Wy to Bamford Dr.		0	3	0	5	10	8	15	**41**
17	**24**	**8**	Franklin Blvd. between Florin Road & Brookfield		0	6	0	5	7	8	15	**41**
19	**21**	**6**	Lemon Hill Ave (Stockton Blvd to Power Inn Rd)		0	0	0	15	3	12	10	**40**
19	**21**	**1**	Azevedo Dr Medians	Master Plan Complete	14	1	0	0	3	12	10	**40**
19	**21**	**6**	Fruitridge Rd, Power Inn Rd to Florin Perkins Rd		0	4	10	5	3	8	10	**40**
22	**25**	**5**	47th Ave (UPRR to 27th St)		0	4	0	15	3	0	15	**37**
22	**25**	**5,8**	Florin Rd (Freeport Blvd to Greenhaven Dr)		0	7	0	0	3	12	15	**37**
24	**27**	**6**	Elder Creek Rd (Stockton Blvd - Power Inn Rd)		0	4	0	15	3	4	10	**36**
25	**27**	**6**	65th Street (east side) south of Fruitridge Rd by Life Avenue		0	4	0	15	7	0	10	**36**
26	**29**	**3**	Elvas Ave (56th St to 65th St)	Master Plan in Progress	11	3	0	5	3	8	5	**35**
27	**30**	**5, 6**	Broadway (Stockton Blvd to 65th St)		0	1	0	0	3	15	15	**34**
28	**31**	**7,8**	Franklin Blvd. between Mack Road & Calvine Road		0	6	0	0	7	4	15	**32**
28	**New**	**8**	East Stockton Blvd.- Southbound from Mack Road to Hwy 99 On ramp: Landscaping, Safety Improvements		0	6	0	0	3	8	15	**32**
30	**32**	**6**	Fruitridge Rd, Stockton Blvd to 65th St		0	4	0	5	3	4	15	**31**
31	**34**	**1**	Gateway Oaks Dr, West El Camino to Garden Highway		0	1	0	0	3	15	10	**29**

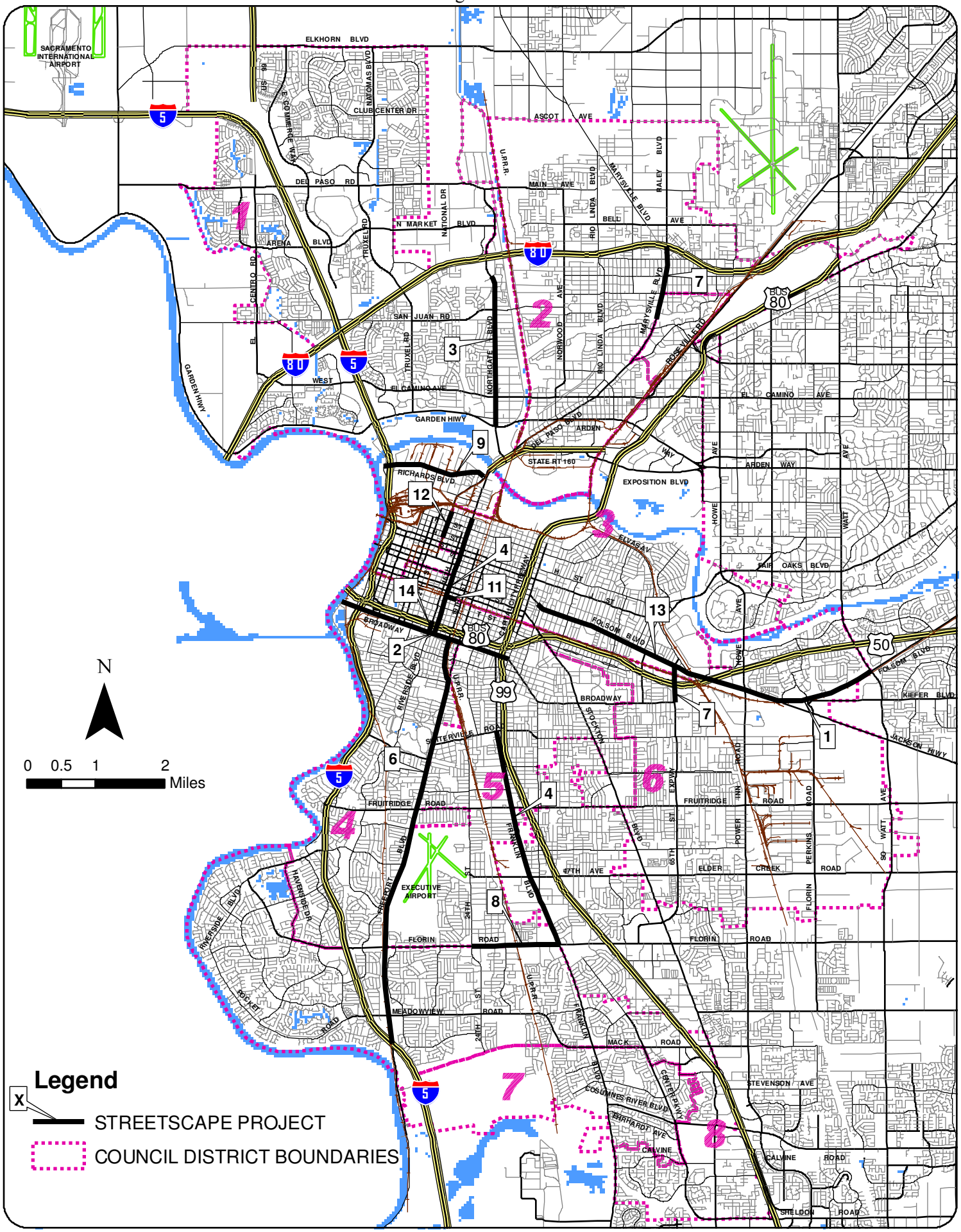
TABLE G-2

YEAR 2010 - STREETSCAPE ENHANCEMENTS - OTHER CORRIDORS

2010 Rank	2008 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**
32	**35**	**7**	Freeport Boulevard: Interstate 5 Bridge to city limits	Master Plan Complete	14	0	0	0	3	4	5	**26**
33	**36**	**3**	Howe Avenue Southbound: American River Drive to American River Bridge		0	7	0	0	3	4	10	**24**
34	**37**	**3**	Auburn Blvd/Roseville Rd (El Camino Ave to		0	0	0	15	3	0	5	**23**
35	**38**	**6**	59th St/Broadway		0	1	0	0	7	4	10	**22**
36	**39**	**3**	El Camino Avenue: Business 80 to Ethan Way		0	9	0	0	3	4	5	**21**
36	**39**	**5, 6**	14th Ave (Stockton Blvd to 65th St)		0	0	0	0	3	8	10	**21**
38	**41**	**3**	Ethan Wy (west side of street from Middleberry Rd to Connie Dr)		0	0	0	0	3	4	10	**17**
39	**42**	**1**	San Juan Rd, southside, from El Centro to Guadalajara		0	0	0	0	7	4	5	**16**
40	**44**	**6**	West Railroad Ave		0	0	0	5	3	0	5	**13**
41	**43**	**4**	San Mateo Wy		0	0	0	0	7	0	5	**12**
42	**44**	**1**	Natomas Crossing Drive median landscaping between Cashaw Way and Innovator Drive		0	0	0	0	3	0	5	**8**
42	**New**	**1,2**	Northgate Blvd at SR 160 underpass landscaping with groundcover		0	1	0		3	4	0	**8**
44	**46**	**6**	60th St/14th Ave - NE and NW corners and around Tallac Shopping Center		0	0	0	0	3	4	0	**7**
45	**47**	**4**	Darnel Wy		0	0	0	0	3	0	0	**3**

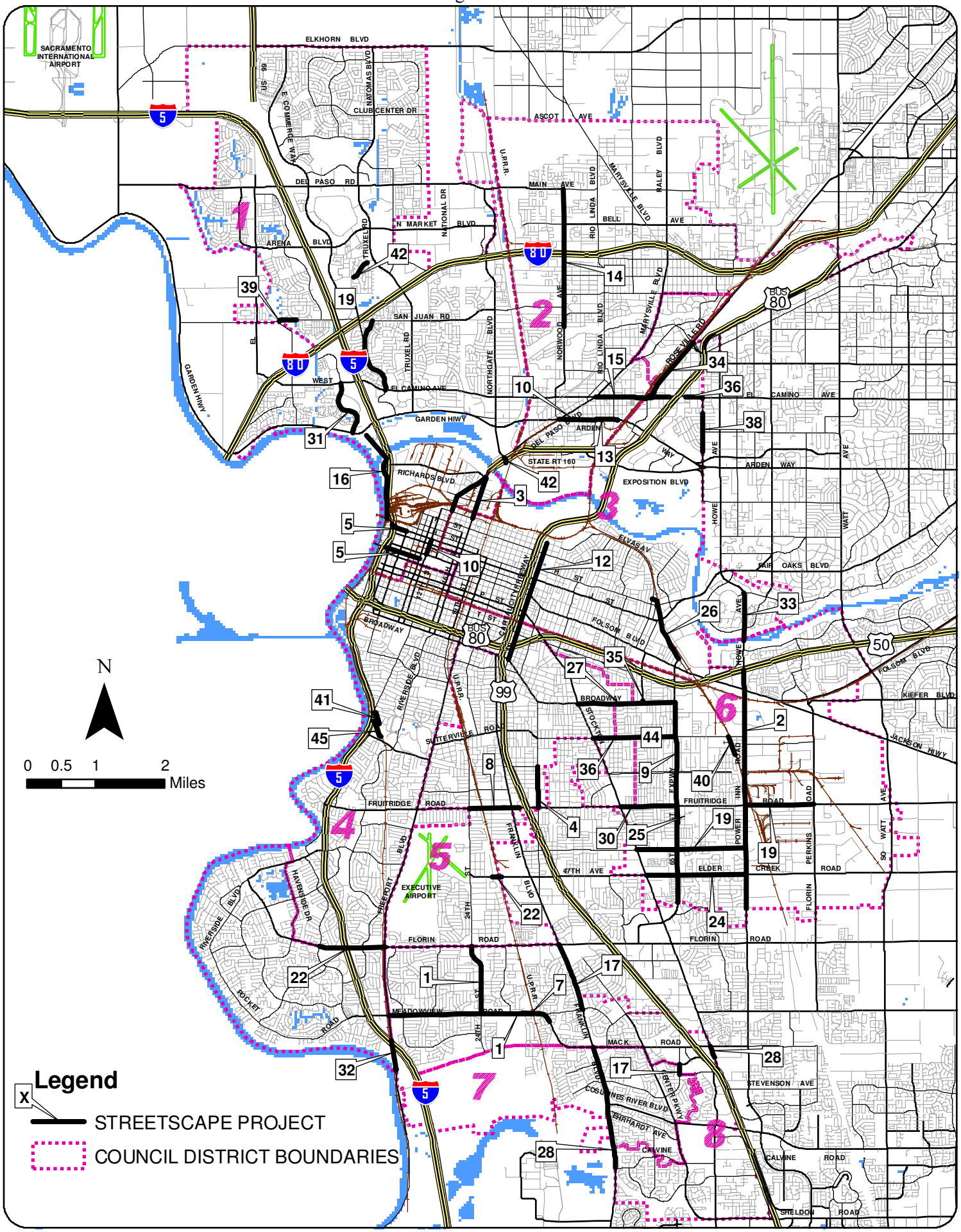
"New" in the 2008 Rank column indicates projects added this year.

Figure G-1



STREETSCAPE PROJECTS - COMMERCIAL CORRIDORS

Figure G-2



STREETSCAPE PROJECTS - OTHER CORRIDORS

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 March 3, 2009) goal and policies:

Goal

Multimodal System. Provide expanded transportation choices to improve the ability to travel efficiently and safely to destinations throughout the city and region.

Policy:

- Multimodal Choices. The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrianways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions.

Goal

Barrier Removal. Improve system connectivity by removing barriers to travel.

Policy:

- Eliminate Gaps - The City shall eliminate "gaps" in roadways, bikeways, and pedestrian networks.

Goal

Complete Streets. Provide complete streets that balance the diverse needs of users of the public right-of-way.

Policies:

- **Pedestrian and Bicycle-Friendly Streets.** The City shall ensure that new streets in areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as detached sidewalks, frequent and safe pedestrian crossings, large medians to reduce perceived pedestrian crossing distances, Class II bike lanes, frontage roads with on-street parking, and/or grade-separated crossings.

- **Pedestrian and Bicycle Facilities on Bridges.** The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities.
- **Multi-Modal Corridors.** The City shall designate multimodal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors to receive increased investment for transit, bikeway, and pedestrianway improvements.
- **Identify Gaps in Complete Streets.** The City shall identify streets that can be "more complete" either through a reduction in the number or width of travel lanes or conversions, with consideration for emergency vehicle operation. The City shall consider new bikeways, enhanced sidewalks, on-street parking, and exclusive transit lanes on these streets.

Goal

Integrated Pedestrian System. Design a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking.

Policies:

- **Pedestrian Master Plan.** The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan and defines: the type and location of pedestrian-oriented streets and pathways; standards for sidewalk width, improvements, amenities, and street crossings; the schedule for public improvements; and developer responsibilities. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan.
- **Sidewalk Design.** The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate pedestrians including the disabled; a buffer separating pedestrians from the street and curbside parking; amenities; and allow for outdoor uses such as cafes.
- **Streetscape Design.** The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.
- **Cohesive Network.** The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel.
- **Continuous Network.** The City shall provide a continuous pedestrian network in existing and new neighborhoods that facilitates convenient pedestrian travel free of major impediments and obstacles.
- **Building Design.** The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks.
- **Parking Facility Design.** The City shall ensure that new automobile parking facilities are designed to facilitate safe and convenient pedestrian access,

including clearly defined corridors and walkways connecting parking areas with buildings.

- **Housing and Destination Connections.** The City shall require new subdivisions and large-scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as transit stops and stations, schools, parks, and shopping centers.
- **Pedestrian Awareness Education.** The City shall develop partnerships with local organizations to develop education materials and promote pedestrian awareness.
- **Safe Pedestrian Crossings.** The City shall improve pedestrian safety at intersections and mid-block locations by providing safe, well-marked pedestrian crossings, bulbouts, or median refuges that reduce crossing widths, and/or audio sound warnings.
- **Speed Management Policies.** The City shall develop and implement speed management policies that support driving speeds on all city streets that are safe for pedestrians.
- **Safe Sidewalks.** The City shall develop safe and convenient pedestrianways that are universally accessible, adequately illuminated, and properly designed to reduce conflicts between motor vehicles and pedestrians.

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. Figure H-1 shows the approximate location of these projects.

There were seven new projects added to this year's list. They are:

- Northgate Blvd, Rosin Court (near McDonalds) to Turnstone
- Northgate Blvd by Smythe School, Wilson Ave to Haggin Ave
- Franklin Blvd, Sun Meadows Dr to Mack Rd
- East Stockton Blvd from Mack Road to Hiwy 99
- Northgate Blvd from Winter Garden Ave to Tenaya Ave
- W. Silver Eagle and Northgate Blvd. - 529 W. Silver Eagle Road to levee
- W Street, southside from 6th St to 8th St

There were eight projects deleted from this year's list. They projects and reasons for deletion are as follows:

- Atlas Avenue, 23rd Avenue, 24th Avenue sidewalk Installation near Ethel Philips Elementary School - Project funded.
- Fruitridge Road, Wallace Avenue to 79th Street curb, gutter and sidewalk near Warren Elementary School - Project funded.
- Florin Road sidewalk, from Woodbine Avenue to Loma Verde Way - Project constructed.

- Bell Avenue sidewalk, from Strauss to Pinnell Street near Bell Avenue Elementary School - Project Funded.
- Lowell Street sidewalk, north of Fruitridge Road near Warren Elementary School - Project funded.
- Main Avenue curb, gutter and sidewalk from Marysville Blvd to Raley Blvd near Main Avenue Elementary School- Project funded.
- Pinell Street curb, gutter and sidewalk, North Avenue to Bell Avenue near Bell Avenue Elementary School - Project Funded.
- North Ave curb, gutter and sidewalk, Pinell St to Dayton St - Project funded.

TABLE H-1

YEAR 2010 - PEDESTRIAN IMPROVEMENTS

2010 Rank	2008 Rank	Council District	Ped Master Plan Category	PEDESTRIAN PROJECTS	Brief Description	Barrier Elimination Score	Infrastructure Completeness Score	Car-Ped Collisions Score	Volume Score	Transit Access Score	Ecomonic Development Score	Infill Development Score	Adjoining Property Score	Land Use Score	Activity Centers Score	TOTAL SCORE	Safe Routes to School? (S)-State (F)-Fed
				Maximum Points in Scoring Category:		15	15	10	10	5	5	5	5	10	10	100	
1	New	1	Upgrade	Northgate Blvd, Rosin Court (near McDonalds) to Turnstone	Sidewalk	15	15	0	10	3	3	5	0	10	10	79	S,F
2	6	5	Upgrade	Franklin Blvd, 33rd Ave to 36th Ave	Curb, Gutter & Sidewalk	15	15	0	8	3	3	3	1	10	10	76	S,F
3	2	4,5	Upgrade	Freeport Blvd, 35th Ave to Belleauwood Ln	Curb, Gutter & Sidewalk	15	15	0	8	4	3	3	3	10	4	75	
4	2	2	Upgrade	El Camino Ave (East), Green St to Selma St	Curb, Gutter & Sidewalk	15	15	0	8	5	0	5	5	10	4	73	
4	7	1	Upgrade	Richards Blvd, Bercut Dr to N 3rd St	Curb, Gutter & Sidewalk	15	15	0	8	4	5	5	3	10	0	73	
6	9	2	Upgrade	Arden Way, from Beaumont St to Evergreen St	Curb, Gutter & Sidewalk	10	15	0	10	5	0	5	5	10	4	72	
7	8	2	Upgrade	Bell Avenue sidewalk, from Pinell St to Winters Ave*	Curb, Gutter & Sidewalk	15	15	0	8	4	0	3	3	1	10	67	S,F
8	12	3	Upgrade	Kathleen Ave/Tessa Ave, Del Paso Blvd. to Academy Way	Curb, Gutter & Sidewalk	15	15	0	0	5	5	5	3	5	10	65	
9	New	1	Upgrade	Northgate Blvd by Smythe School, Wilson Ave to Haggin Ave		0	12	0	10	3	3	5	3	10	10	64	
10	9	2	Upgrade	Main Ave (West), Norwood Ave to Rio Linda Blvd	Curb, Gutter & Sidewalk	10	15	0	5	4	0	3	3	5	10	63	S,F
10	New	8	Upgrade	Franklin Blvd, Sun Meadows Dr to Mack Rd	Curb, Gutter & Sidewalk	15	15	0	10	4	0	0	0	5	4	63	
12	33	3	Upgrade	Auburn Blvd, from Plover St to Marconi Cir	Curb, Gutter & Sidewalk	10	15	0	5	0	0	5	3	10	6	62	
13	12	6	Premium	65th St, Q St to 4th Ave	Sidewalk	0	15	0	10	5	3	3	3	10	4	61	
13	21	4	Premium	15th St and 16th St, W St to X St	Crossing Treatment	0	12	10	10	5	0	3	3	10	4	61	
13	21	4,5	Premium	Freeport Blvd, Sutterville Rd to Wentworth Ave	Curb, Gutter & Sidewalk	0	7	5	10	4	3	3	3	10	10	61	
13	New	8	Basic	East Stockton Blvd from Mack Road to Hiwy 99	Sidewalk	15	15	0	10	3	0	0	1	5	4	61	
17	14	8	Upgrade	Mack Rd, Brook Meadow Dr to Deer Meadow Dr	Curb, Gutter & Sidewalk	15	15	0	10	5	0	0	0	5	0	60	
17	14	7,8	Upgrade	Cosumnes River Blvd, Bruceville Rd to Franklin Blvd	Sidewalk	10	15	0	10	0	0	0	0	5	10	60	
17	New	1	Upgrade	Northgate Blvd from Winter Garden Ave to Tenaya Ave	Existing sidewalks are narrow and often have	10	12	0	10	4	3	5	3	5	0	60	
20	16	5	Basic	19th Ave, 20th Ave east of Franklin Blvd	Curb, Gutter & Sidewalk	10	15	0	0	3	3	3	3	10	10	59	S,F
20	16	5	Basic	32nd St and 22nd Ave, east of Franklin Blvd	Curb, Gutter & Sidewalk	10	15	0	0	3	3	3	3	10	10	59	S,F
22	18	2	Upgrade	Marysville Blvd, north of Main Ave/ Claire Ave	Curb, Gutter & Sidewalk	10	15	0	5	0	0	0	3	5	10	58	S,F
22	18	6	Upgrade	65th St, 14th Ave to 18th Ave	Curb, Gutter & Sidewalk	0	15	0	10	4	3	0	1	5	10	58	S
22	9	4,5	Premium	Freeport Blvd, 13th Ave to Sutterville Rd	Sidewalk	0	10	0	10	5	3	3	3	10	10	58	
22	18	2	Upgrade	Jessie Ave, Burgess Dr to Taylor St	Curb, Gutter & Sidewalk	15	15	0	5	3	0	3	0	5	10	58	
22	40	2	Basic	Selma St, south of Dixieanne Ave	Curb, Gutter & Sidewalk	15	15	0	0	5	5	5	1	10	0	58	
27	21	2	Basic	Morey Ave, west of Norwood Ave	Curb, Gutter & Sidewalk	15	15	0	0	3	0	3	3	5	10	56	S,F
27	21	2	Upgrade	Taft St, El Camino Ave to Helena Ave	Curb, Gutter & Sidewalk	10	15	0	0	5	3	3	3	5	10	56	S,F
29	51	3	Basic	Cormorant Way, Silica Ave to Royale Rd	Curb, Gutter & Sidewalk	15	15	0	0	0	0	0	3	10	10	55	S,F
30	26	3,4	Premium	29th St, Q St to S St	Sidewalk	0	15	5	5	5	3	3	0	10	4	54	
30	26	1	Premium	I St, 2nd St to 3rd St	Sidewalk	0	15	0	5	3	5	3	1	10	10	54	
32	30	2	Basic	Southgate Rd, Lochbrae Rd to Royal Oaks Dr	Curb, Gutter & Sidewalk	15	10	0	0	5	0	3	3	5	10	53	S,F
32	30	2	Upgrade	Norwood Ave, Grace Ave to Main Ave	Curb, Gutter & Sidewalk	0	15	0	8	4	0	3	0	5	10	53	S,F

TABLE H-1

YEAR 2010 - PEDESTRIAN IMPROVEMENTS

2010 Rank	2008 Rank	Council District	Ped Master Plan Category	PEDESTRIAN PROJECTS	Brief Description	Barrier Elimination Score	Infrastructure Completeness Score	Car-Ped Collisions Score	Volume Score	Transit Access Score	Ecomonic Development Score	Infill Development Score	Adjoining Property Score	Land Use Score	Activity Centers Score	TOTAL SCORE	Safe Routes to School? (S)-State (F)-Fed
				Maximum Points in Scoring Category:		15	15	10	10	5	5	5	5	10	10	100	
32	30	2	Upgrade	Rio Linda Blvd, Main Ave to Claire Ave	Curb, Gutter & Sidewalk	0	15	0	8	4	0	0	1	5	10	53	S,F
35	33	4	Upgrade	S Land Park Dr, Noonan Dr. to Fruitridge Rd	Sidewalk	10	15	0	5	4	0	0	3	5	6	52	
35	33	2	Basic	Woodlake Dr, Canterbury Rd to Royale Oaks Dr	Sidewalk	15	10	0	0	5	3	3	3	5	6	52	
35	New	1	Upgrade	W. Silver Eagle and Northgate Blvd. - 529 W. Silver Eagle Road to levee	system, fire hydrant and bike lane	15	15	0	0	3	0	3	3	5	6	52	
38	26	2	Upgrade	Rio Linda Blvd, North Ave to Grand Ave	Curb, Gutter & Sidewalk	5	12	0	5	4	0	3	3	5	6	51	
38	36	2	Basic	Blackwood St, Canterbury Rd to Woodlake Dr	Sidewalk	15	10	0	0	3	0	3	3	5	10	51	
38	61	2	Upgrade	Clay St, Dixieanne to El Camino Ave	Curb, Gutter & Sidewalk	10	15	0	0	5	3	5	1	10	0	51	
41	25	2	Upgrade	Bell Ave (West), Norwood Ave to Rio Linda Blvd	Curb, Gutter & Sidewalk	0	15	0	5	4	0	0	3	5	10	50	S,F
41	37	3	Basic	Mahogany St, Verano St, Presidio St	Curb, Gutter & Sidewalk	15	15	0	0	0	0	0	3	5	10	50	S,F
41	37	3	Basic	Ivy St, South Ave to Nogales St	Sidewalk	15	15	0	0	0	0	0	3	5	10	50	
44	40	2	Upgrade	Acacia Ave, Altos Ave to Rio Linda Blvd	Curb, Gutter & Sidewalk	15	15	0	0	3	0	0	3	5	6	49	
44	40	2	Basic	Western Avenue, Santiago Ave to Redwood Park	Pathway	15	15	0	0	3	0	0	1	5	6	49	
46	44	4	Basic	Lonsdale Dr, Seamas Ave to 34th Ave	Sidewalk	15	10	0	0	3	0	0	3	5	10	48	S,F
46	44	2	Basic	Dayton St, north of Bell Ave	Curb, Gutter & Sidewalk	10	15	0	0	3	0	0	3	5	10	48	S,F
46	44	6	Upgrade	65th St, 18th Ave to 21st Ave	Curb, Gutter & Sidewalk	0	15	0	10	4	3	0	1	5	0	48	S
46	44	2	Basic	Barbara Street and North Ave, NW Corner	Curb, Gutter & Sidewalk	15	15	0	0	0	0	0	3	5	8	48	
50	48	2	Upgrade	Edgewater Rd/Lampasas Ave, Bay Dr to Grove Ave	Curb, Gutter & Sidewalk	15	15	0	0	0	0	0	0	5	10	47	S,F
50	48	2	Premium	Grand Ave, Fell St to Huron St	Sidewalk	0	15	0	5	3	0	3	0	5	10	47	S
50	48	7	Basic	Carlin Ave, Stubblefield Way and Del Vista Cir (n)	Curb, Gutter & Sidewalk	15	15	0	0	0	0	0	0	5	10	47	
53	53	3	Basic	Albatross Way and Woolley Way	Curb, Gutter & Sidewalk	10	15	0	0	0	0	0	3	5	10	45	S,F
53	53	4	Basic	Monterey Way, Potrero Way to 27th Ave	Curb, Gutter & Sidewalk	10	15	0	0	0	0	0	3	5	10	45	S,F
53	53	2	Upgrade	MacArthur St, west of Pinell St	Curb, Gutter & Sidewalk	10	15	0	0	3	0	0	0	5	10	45	S,F
53	53	3	Upgrade	Ray St. Silica Ave to Bowling Green Dr	Curb, Gutter & Sidewalk	10	15	0	0	0	0	0	3	5	10	45	
53	53	2	Upgrade	Selma St, Frienza Ave to El Camino Ave	Curb, Gutter & Sidewalk	10	15	0	0	5	0	5	3	5	0	45	
53	58	6	Upgrade	65th St, 21st Ave to Fruitridge Rd	Curb, Gutter & Sidewalk	0	15	0	10	4	0	0	1	5	0	45	
53	New	4	Premium	W Street, southside from 6th St to 8th St	Sidewalk	0	10	0	8	3	0	3	0	5	10	45	
60	58	4	Basic	Noonan Dr, S Land Park Dr toS Land Park	Sidewalk	10	10	0	0	3	0	0	3	5	10	43	S,F
60	66	3	Basic	28th St, north of B St	Curb, Gutter & Sidewalk	10	15	0	0	0	0	5	0	5	6	43	
62	51	2	Upgrade	El Camino Ave (West), Altos Ave to Forrest St	Curb, Gutter & Sidewalk	0	12	0	8	3	0	5	0	5	4	41	
62	62	6	Basic	Ring Dr, Elder Creek Rd to Rock Creek Dr	Curb, Gutter & Sidewalk	10	15	0	0	0	3	3	3	5	0	41	
62	62	8	Basic	Calvine Rd at CRC Entrance	Crossing Treatment	5	5	0	5	0	0	0	1	5	10	41	
65	64	3	Basic	Waterford Rd, Yorkshire Rd to Bowling	Sidewalk	10	10	0	0	0	0	0	3	5	10	40	S,F
65	64	3	Basic	Yorkshire Rd, Royale Rd to Bowling Green Dr	Sidewalk	10	10	0	0	0	0	0	3	5	10	40	
67	58	2	Basic	Roanoke Ave, west of Rio Linda Blvd	Pathway	15	5	0	0	3	0	3	1	5	6	38	
67	67	3	Basic	Plover St, north of Frienza Ave	Curb, Gutter & Sidewalk	10	15	0	0	0	0	3	3	5	0	38	
67	67	1	Basic	Salizar Way, Regency Park Circle to bend in road	Sidewalk	15	10	0	0	0	0	0	0	5	6	38	
67	71	3	Upgrade	Seamas Ave/Fruitridge Rd, Decliff Cir to Gilgunn Way	Sidewalk	0	7	0	8	4	0	0	0	5	6	38	

TABLE H-1

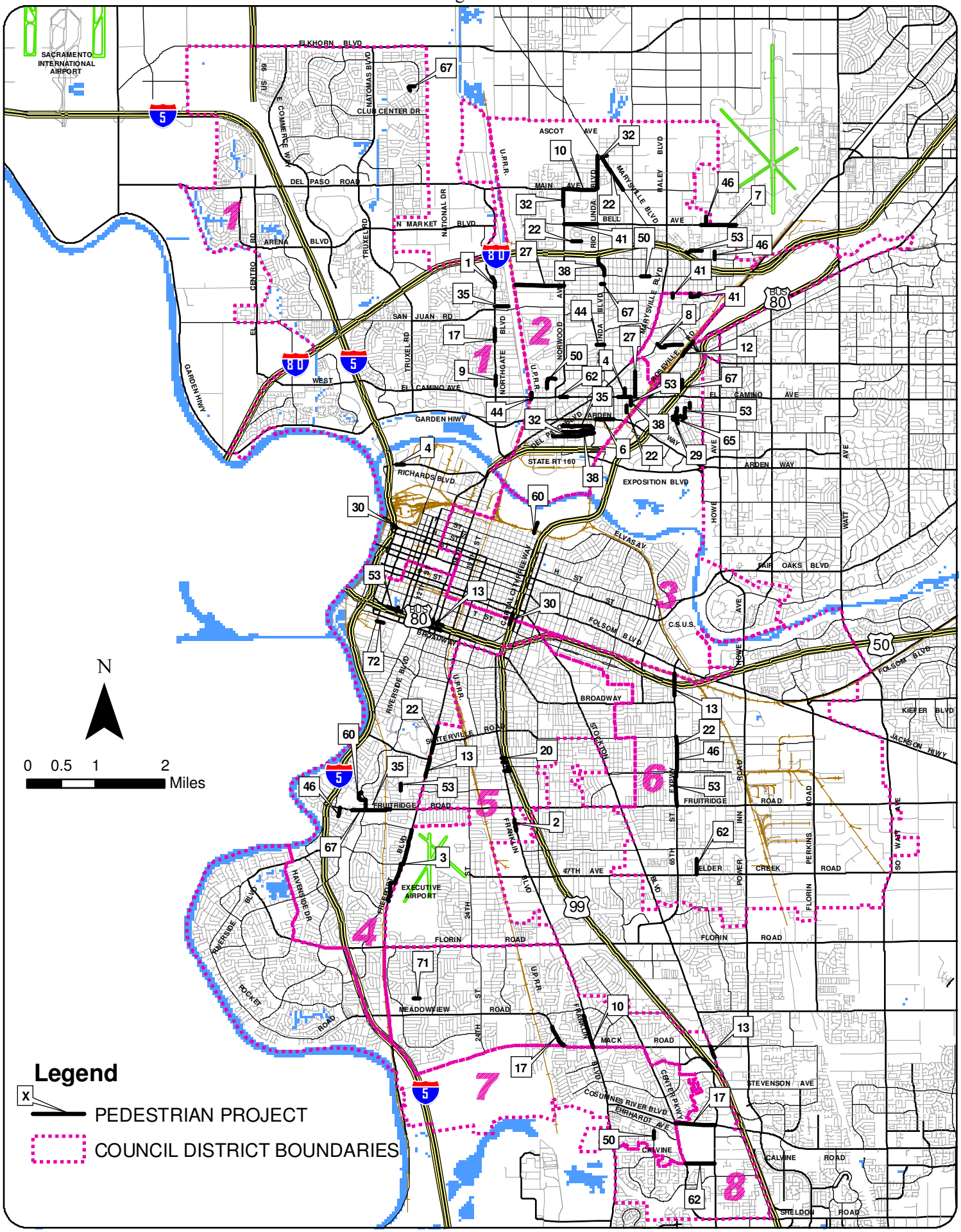
YEAR 2010 - PEDESTRIAN IMPROVEMENTS

2010 Rank	2008 Rank	Council District	Ped Master Plan	PEDESTRIAN PROJECTS	Brief Description	Barrier Elimination Score	Infrastruc-ture Complete-ness Score	Car-Ped Collisions Score	Volume Score	Transit Access Score	Ecomonic Develop-ment Score	Infill Develop-ment Score	Adjoining Property Score	Land Use Score	Activity Centers Score	**TOTAL SCORE**	Safe Routes to School? (S)-State (F)-Fed
			Category	Maximum Points in Scoring Category:		15	15	10	10	5	5	5	5	10	10	100	
71	70	8	Basic	Matson Dr, Henrietta Dr to Sylvia Way	Curb, Gutter & Sidewalk	0	15	0	0	0	0	3	1	5	10	36	S,F
72	72	4	Basic	1st Ave, east of 5th St	Sidewalk	0	10	0	0	3	0	0	5	5	4	29	

***Indicates change to project limits since last TPG.**

New - Indicates new project this TPG.

Figure H-1



PEDESTRIAN IMPROVEMENT PROJECTS

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SPEED LUMP 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. Speed humps were installed between 1996 and 2006. Since 2006, only speed lumps and speed tables have been installed in the City. With the 2010 Transportation Programming Guide, the Speed Hump Program will be modified to the Speed Lump Program to reflect current practice. This will not result in any changes to qualifying criteria or the ranking system.

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

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. On wider streets, a lump is placed in each travel lane. The lumps adjacent to the center lump(s) vary in width to accommodate the street width.

In addition, the City has also implemented speed tables, which are similar to speed 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, were added to the Speed Hump Program for use on minor collector roadways with park or school frontage and posted speeds of 35 mph. 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 on a case by case basis.

For simplicity in this document, the term "raised devices" will refer to speed humps speed lumps or speed tables.

The City of Sacramento has three types of speed lump categories: Residential, Parks and Schools, and Bypass. A list of streets that have qualified for speed lumps within these categories is produced each year for 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 lumps 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, but not limited to speed lumps, traffic circles, pedestrian islands, and crosswalks 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.

GOAL AND POLICY:

The Speed Lump Program is consistent with the following goal and policy of the City of Sacramento General Plan (adopted January 19, 1988, reflects City Council Amendments through 2000):

Goal:

Create and maintain a street system, which protects residential neighborhoods from unnecessary levels of traffic and/or excessive speeds.

Policy:

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

More detail regarding Speed Lump Program Guidelines, adopted by City Council and last amended in June 2007, is available on the Department of Transportation website at www.cityofsacramento.org/transportation.

PROJECT INITIATION

In order for a street to be studied for speed lumps, a petition signed by residents from ten households on the affected street segment must first be submitted. Petitions are available from the Traffic Engineering Section at 916-808-8300. A street segment qualifies for the installation of speed lumps when the results of a traffic investigation demonstrate that the criteria, which are presented in this document, are met.

PROJECT LIST DEVELOPMENT

Eligibility Criteria

A street qualifies for the installation of Residential, Parks and Schools, or Bypass speed lumps 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, or
  The street is comprised of contiguous segments with no stop controls between segments and all side streets entering at four-way intersections are stop controlled. The total length of the contiguous segments must be at least 750' in length, measured from the nearest flow line from the ends of the segment or continuous segments.
- The speed limit is 30 mph or less.
- Street frontage is at least 75% developed residential.
- The street is approved by Sacramento Regional Transit for use on bus routes.
- The street is appoved by the Fire Department for use on response routes.
- The 85th percentile speed must be a minimum of 5 mph over the speed limit.
- The Average Daily Traffic volume must not exceed 4,000 vehicles.
- On streets segments with curves, speed lumps will only be placed in curves with a radius greater than 650'
- Two-thirds majority of residents that vote are in favor of the installation of speed lumps.[1] A minimum 25% return rate is required.
- Street segments requesting additional speed lumps must meet the above criteria and the distance between existing raised devices or between the device and the end of the street must be at least 500'.

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, measured from the nearest flow line from the ends of the segment.
- Street frontage is adjacent to a school[2] or park.
- The speed limit is 30 mph or less for placement of speed lumps or 35 mph when considering the placement of tables.
- The street is approved by Sacramento Regional Transit for use on bus routes.
- The street is approved by the Fire Department for use on response routes.
- The 85th percentile speed must be a minimum of 5 mph over the speed limit.
- The Average Daily Traffic volume must not exceed 4,000 vehicles for placement of speed lumps or 7,500 vehicles for speed tables.
- On streets segments with curves, speed lumps will only be placed in curves with a radius greater than 650'.
- Two-thirds majority of residents that vote are in favor of the installation of speed lumps.[1] A minimum 25% return rate is required.

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1 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 lumps. If the balloting of residents on the Parks and Schools streets does not demonstrate a two-thirds majority favoring the installation of speed lumps, the City Council member representing the district in which the street is located may override the ballot results.

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

- Street segments requesting additional speed lumps must meet the above criteria and the distance between existing raised devices or between the device and the end of the street must be at least 500'.

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, measured from the nearest flow line from the ends of the segment
- The speed limit is 30 mph or less.
- Street frontage is at least 75% developed residential.
- The street is approved by Sacramento Regional Transit for use on bus routes.
- The street is appoved by the Fire Department for use on response routes.
- Average daily traffic (ADT) is at least 500 vehicles.
- The street(s) serve to bypass[2] major streets with a four-way stop, a signalized intersection, or another street with raised devices.
- On streets segments with curves, speed lumps will only be placed in curves with a radius greater than 650'.
- Two-thirds majority of residents that vote are in favor of the installation of speed lumps.[1] A minimum 25% return rate is required.
- Street segments requesting additional speed lumps must meet the above criteria and the distance between existing raised devices or between the device and the end of the street must be at least 500'.

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)**

Points = Average Daily Traffic Volume / 50

2. Frontage **(Max. Points: No Limit)**

Points = (# of residential units fronting the street) + (apartment 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.

3 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.

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 lumps/tables 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 lump 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 lump 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 lumps/tables. Generally, the top four 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 lumps/tables generally in the fall of the same year they are balloted.

Streets on the speed lump list may also be located 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. Depending on the ranking of a street, speed lumps may be installed sooner as part of the NTMP traffic calming plan if approved by the neighborhood.

Additionally, if a street involved in an NTMP project does not implement speed lumps as part of the traffic calming plan for the neighborhood, that street may not be considered for further traffic

calming measures such as speed lumps for a minimum of one-year after the NTMP project has been closed. After that time, residents on any street may request speed lumps through the Speed Lump Program.

At the time of the printing of this TPG, there were 34 streets on the Speed lump List (see Table I-1).

TABLE I-1

YEAR 2010 - SPEED LUMP PROGRAM

2010 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
COUNCIL DISTRICT 1										
1	1	MACON DR	EAST COMMERCE WY	MAYBROOK DR	RESID	44.74	39.4	25	37.2	**153.94**
2	1	MABRY DR	MAYBROOK DR	DALHART WY	RESID	15.9	40	30	22	**87.9**
3	1	WOODRIDGE OAK WY	TRUXEL RD	STONECREEK DR	RESID	6.96	31.6	25	31	**70.96**
4	1	LOLET WY	MIKE WALDRON WY	GREG THATCH CIR	RESID	2.58	33	25	26	**68.58**
5	1	TENAYA AV	NORTHGATE BL	NATOMA ST	RESID	6.32	31	25	29	**65.32**
6	1	PEBBLESTONE WY	TRUXEL RD	STONECREEK DR	RESID	12.9	31	25	21	**63.9**
7	1	WILSON AV	NORTHGATE BL	NORTHGLEN ST	RESID	9.5	31	25	22	**61.5**
8	1	MILL OAK WAY	TRUXEL RD	E CURVE	RESID	8.24	31	25	23	**61.24**
9	1	MILL OAK WAY	N CURVE	PEBBLEWOOD DR	RESID	7.98	31	25	22	**59.98**
10	1	TYNEBOURNE ST	BONFAIR AV	COLCHESTER AV	BYPASS	10.24	29	25	7	**57.94**
11	1	WIESE WY	ERIN DR	MENDEL WY	RESID	7.24	30	25	23	**55.24**
12	1	MONTVIEW WAY	EDMONTON DR	PEBBLEWOOD DR	RESID	11.94	30	25	17	**53.94**
COUNCIL DISTRICT 2										
1	2	ASTORIA ST	RENE AV	NORTH AV	RESID	9.86	34	25	25	**79.86**
2	2	GUNNISON AV	BOLLENBACHER AV	PAT ST	RESID	4.98	33	25	31	**75.98**
3	2	BERTHOUD ST	BAUMGART WY	NORWOOD AV	RESID	7.18	32.9	25	26	**72.68**
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	VINCI AV[1]	ACME AV	DRY CREEK RD	RESID	4.08	32	25	22	**61.08**
9	2	LAS PALMAS AV[1]	BRANCH ST	DEL PASO BL	RESID	10.08	32	25	12	**57.08**
10	2	WIND CREEK DR	HUNTER CREEK DR	WIND CREEK DR	RESID	4.78	30	25	21	**50.78**

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

Shaded cells indicate new locations since the publication of the 2008 TPG

TABLE I-1

YEAR 2010 - SPEED LUMP PROGRAM

2010 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
COUNCIL DISTRICT 3										
1	3	55TH ST	H ST	J ST	RESID	9.72	30	25	35	**69.72**
COUNCIL DISTRICT 4										
1	4	14TH ST	47TH AV	S. LAND PARK DR	RESID	24.28	33	25	35	**100.28**
2	4	DERICK WY	RIVERSIDE BL	EUCLID AV	RESID	4.22	32.5	25	41	**82.72**
COUNCIL DISTRICT 5										
1	5	59TH AV	16TH ST	CROMWELL WY	RESID	4.46	31	25	35	**69.46**
2	5	39TH AV	24TH ST	26TH ST	RESID	6.52	30	25	30	**61.52**
3	5	FLORIN RD FRONTAGE	CROMWELL WY	20TH ST	RESID	5.06	33	25	12	**57.06**
COUNCIL DISTRICT 6										
4	5	59TH ST	27TH AV	FRUITRIDGE RD	RESID	7.78	30	25	24	**56.78**
COUNCIL DISTRICT 7										
1	7	LA SOLANA WY	VALLEY HI DR	TORRENTA WY	RESID	7.8	31	25	15	**52.8**
2	7	TORRENTE WY	VALLEY HI DR	MONTEROSA CT	RESID	9.58	30	25	14	**48.58**
3	7	ORENZA WY	MONTRIL WY	SAN SEBASTIAN WY	RESID	8.5	30	25	11	**44.5**

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

Shaded cells indicate new locations since the publication of the 2008 TPG

TABLE I-1

YEAR 2010 - SPEED LUMP PROGRAM

2010 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
COUNCIL DISTRICT 8										
1	8	CASA LINDA DR[1]	FLORES WAY	TWILIGHT DR	RESID	11.06	32	25	20	**66.06**
2	8	WAKEFIELD WY[1]	CROMWELL WY	17TH ST	RESID	5.38	33	25	20	**65.38**
3	8	SPRINGMAN ST[1]	65TH AV	GARDENDALE RD	RESID	7.16	30	25	32	**64.16**
4	8	HOLLYBROOK DR	FALMOUTH WY	PORT HAYWOOD WY	RESID	6.54	30.6	25	29	**63.54**
5	8	WINKLEY WY	WEST ELBOW	PERMAR ST	RESID	6.86	31	25	24	**60.86**
6	8	WAKEFIELD WY[1]	CROMWELL WY	63RD AV	RESID	4.82	29.8	25	29	**57.82**
7	8	KIRK WY[1]	COLLINGWOOD WY	THAMOSHANTER WY	RESID	9.6	30	25	20	**54.6**
8	8	KIRK WY[1]	21ST ST	COLLINGWOOD ST	RESID	9.6	30	25	18	**52.6**

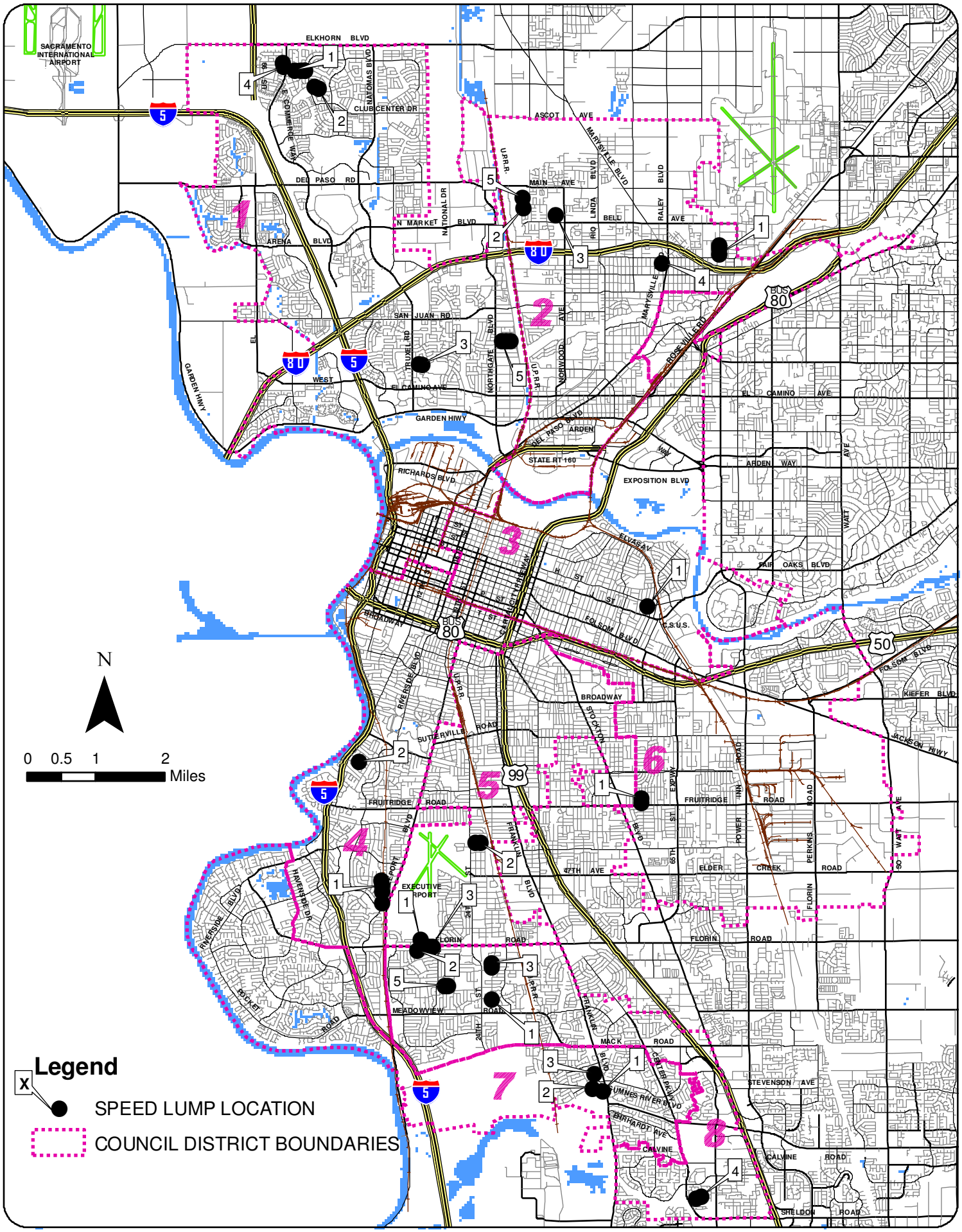
[1] Located in Neighborhood Traffic Management Program (NTMP) area.

PARKS AND SCHOOLS										
1	2	ALTOS AV	SOUTH AV	FORD ROAD	PK/SCH	16.82	34	25	74.68	**136.5**

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

Shaded cells indicate new locations since the publication of the 2008 TPG

Figure I-1



SPEED LUMPS RANKED 1-5 PER DISTRICT

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 March 3, 2009) goals and policies:

Goal

Safe Movement of Goods. Provide for the safe and efficient movement of goods to support commerce while maintaining livability in the city and region.

Policies:

- Train Noise Minimization. The City shall work with railroad operators to minimize the impact of train noise on adjacent sensitive land uses.

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 and the approximate location of these crossings are depicted in Figure J-1.
There were no new crossings added to this year's list.

TABLE J-1

YEAR 2010 - TRAIN HORN QUIET ZONES RANKED LIST

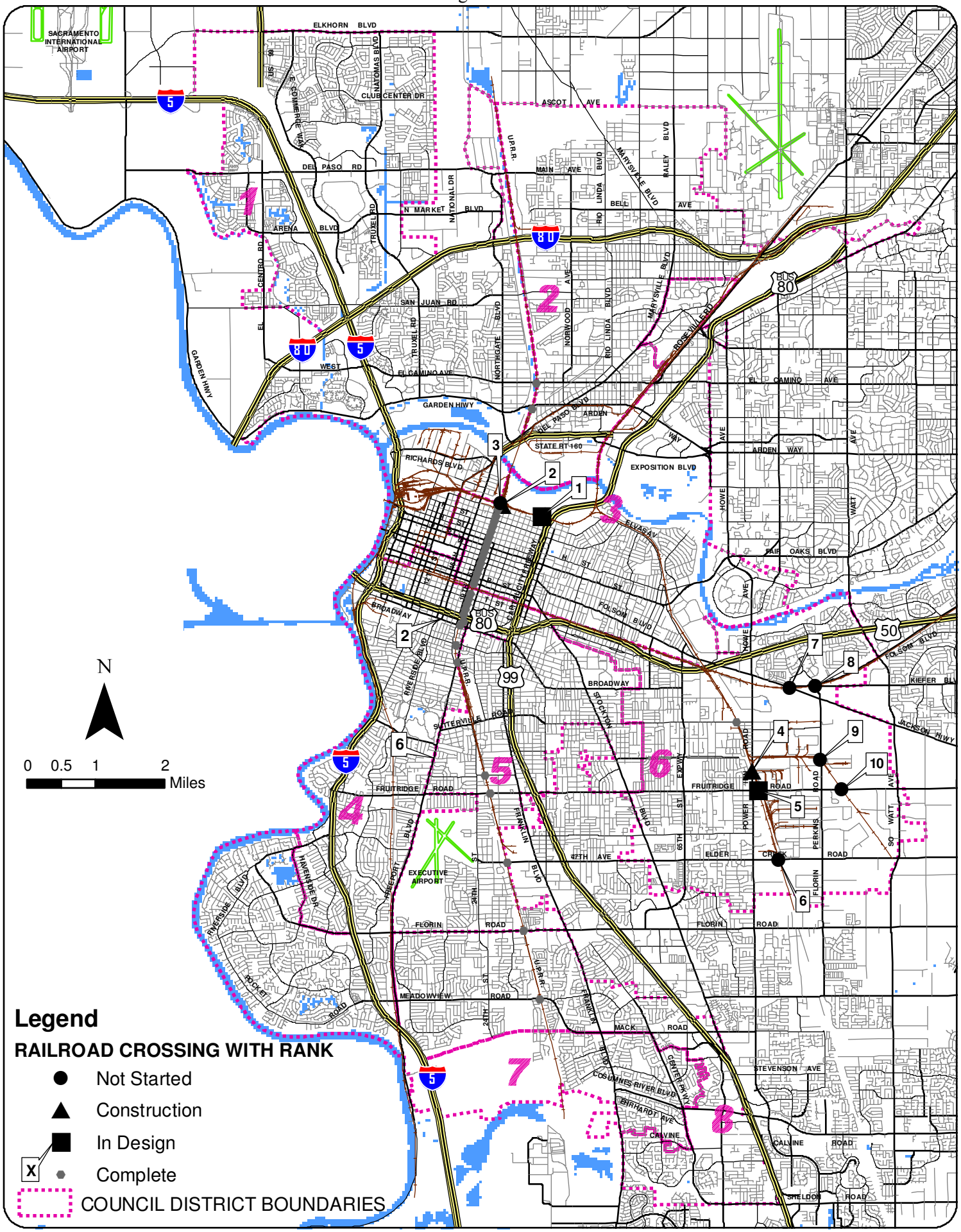
2010 Rank	2008 Rank	Council District	Street	Notes	Line	Soundings	Persons	Person Sounding
1	1	3	28th St	In Design	Line 4	42	47000	1982000
2	2	3	20th St	Construction	Line 3	42	46000	1943000
	3	1,2	West El Camino Ave	Complete	Line 1 N C	23	52000	1206000
	4	1,2	Bicycle Path	Complete	Line 1 N C	23	49000	1124000
		3	Q St	Complete	Line 1 S C	12	64000	769000
		4	V St	Complete	Line 1 S C	12	64000	767000
		4	S St	Complete	Line 1 S C	12	63000	755000
		4	T St	Complete	Line 1 S C	12	63000	755000
		4	W St	Complete	Line 1 S C	12	63000	751000
		4	20th St - Broadway	Complete	Line 1 S C	12	62000	745000
		3	P St	Complete	Line 1 S C	12	62000	745000
		8	Meadowview Rd	Complete	Line 1 S C	12	60000	721000
		4,5	21st St	Complete	Line 1 S C	12	60000	720000
		4	X St	Complete	Line 1 S C	12	59000	706000
		4	Second Ave	Complete	Line 1 S C	12	59000	705000
		3	O St	Complete	Line 1 S C	12	59000	703000
		3	N St	Complete	Line 1 S C	12	57000	686000
		3	Capitol Ave - M St	Complete	Line 1 S C	12	56000	668000
3	5	3	Private Crossing East 20th St, N. C St		Line 4 to 1	14	46000	648000
		3	K St	Complete	Line 1 S C	12	54000	644000
		5,8	Florin Rd	Complete	Line 1 S C	12	54000	643000
		3	L St	Complete	Line 1 S C	12	53000	635000
		3	I St	Complete	Line 1 S C	12	52000	625000
		3	J St	Complete	Line 1 S C	12	52000	623000
		3	H St	Complete	Line 1 S C	12	49000	588000
		5	47th Ave	Complete	Line 1 S C	12	49000	585000
		3	G St	Complete	Line 1 S C	12	48000	581000
		5	Fruitridge Rd	Complete	Line 1 S C	12	46000	553000
		3	D St	Complete	Line 1 S C	12	46000	550000
		3	F St	Complete	Line 1 S C	12	46000	549000

TABLE J-1

YEAR 2010 - TRAIN HORN QUIET ZONES RANKED LIST

2010 Rank	2008 Rank	Council District	Street	Notes	Line	Soundings	Persons	Person Sounding
		5	26th Ave	Complete	Line 1 S C	12	46000	548000
		3	C St	Complete	Line 1 S C	12	45000	544000
		3	E St	Complete	Line 1 S C	12	44000	528000
	6	6	14th Ave	Complete	Line 2	12	41000	497000
4	7	6	Power Inn Rd	Construction	Line 2	12	36000	436000
5	8	6	Fruitridge Rd	In Design	Line 2	12	32000	381000
6	9	6	Elder Creek Rd		Line 2	12	26000	306000
7	10	6	Jackson		Line 5	2	25000	51000
8	11	6	Kiefer		Line 5	2	22000	43000
9	12	6	Florin Perkins Rd		Line 6	1	19000	19000
10	13	6	Fruitridge Rd		Line 6	1	12000	12000

Figure J-1



TRAIN HORN QUIET ZONES - CROSSINGS

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DEVELOPMENT DRIVEN

INTRODUCTION:

The projects presented in the ten program areas of the 2010 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
- Jacinto Creek Planning Area (JCPA)
- South Natomas
- Delta Shores

These development areas shown in Figure K-1.

Some transportation projects in development areas are funded as part of City's Capital Improvement Program while others are being built by private landowners. If public funding is required, transportation improvement projects within these areas are included, when appropriate, with the scored and ranked lists in the ten program areas of the 2010 Transportation Programming Guide.

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

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. Payment of the PFF is required of all private development projects in North Natomas. Several large transportation projects, that require public funding, have been included with the Major Streets Improvements Section or with the Bicycle Section scored and ranked lists.

RIVER DISTRICT

The River District Area is approximately 748 acres of mostly developed land bounded by the American River to the north, North B Street to the south, the Sacramento River to the west and North 16th Street to the east. The City of Sacramento is currently creating a new River District Specific Plan (RDSP). This plan follows a community visioning process, held in February and March of 2008. The circulation chapter of the RDSP will address the following goals:

- Improving access
- Establishing a new connective grid
- Improving north-south connectivity
- Improving capacity and operation of the Richards Boulevard/I-5 interchange
- Reconfiguring the intersection of Richards Boulevard, Sunbeam Avenue, and North 12th Street in accordance with the Gateway Streetscape Master Plan.

RAILYARDS AREA

The Railyards Project Area is a 240 acre site located just north of Downtown and south of the River District. It was adopted as a separate redevelopment project area in 2008. It once served as the western terminus of the 1860s Transcontinental Railroad. Today, the Railyards continues to house a major transportation hub.The Railyards Specific Plan, adopted in December, 2007 describes circulation and streetscape features within the Plan Area, as well as regional transportation connections. These include:

- Railyards Boulevard, which will run east/west through the center of the site from Jibboom Street to North 12th Street
- 5th Street Extension from G Street to North B Street, which includes a bridge over the tracks
- 6th Street Extension from G Street to North B Street, which includes a bridge over the tracks

In addition, other existing roadways will be extended, expanded or modified to provide direct access into the Railyards site. These include; Bercut Drive, Jibboom Street, G Street, H Street, as well as North B Street and North 10th Street.

Construction is currently underway on two bridges for the 5th Street and 6th Street Extensions, and on the relocation of the railroad tracks. These projects are funded by Federal Stimulus money, Proposition 1B dollars, and a variety of other funding sources.

GRANITE REGIONAL PARK

Transportation improvement projects in the Granite Regional Park area are funded by the City's Capital Improvement Program and by development fees paid by through the Granite Park Planned Unit development (PUD). Many of the improvements originally identified in the Granite PUD have been completed. Of the remaining projects, some have been re-evaluated and modified as a result of subsequent studies such as the Southeast Area Transportation Study (SEATS) and the 65th Street Transit Station Area Study. Projects are included in the Transportation Programming Guide as appropriate.

JACINTO CREEK PLANNING AREA (JCPA)

The JCPA is bounded by Highway 99 on the east, Sheldon Road on the south, Bruceville Road on the west, and approximately 600 feet north of Shasta Road on the north. The major transportation improvements in this area have been completed. These improvements included major road widening projects and traffic signal projects. The improvements were funded as part of the CIP and with developer funding.

In addition to the major roadway improvements, there are local, infill transportation projects, such as Cotton Lane Extension from West Stockton Boulevard to Bruceville Road, that are yet to be completed. These improvements will be built by private development.

SOUTH NATOMAS

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.

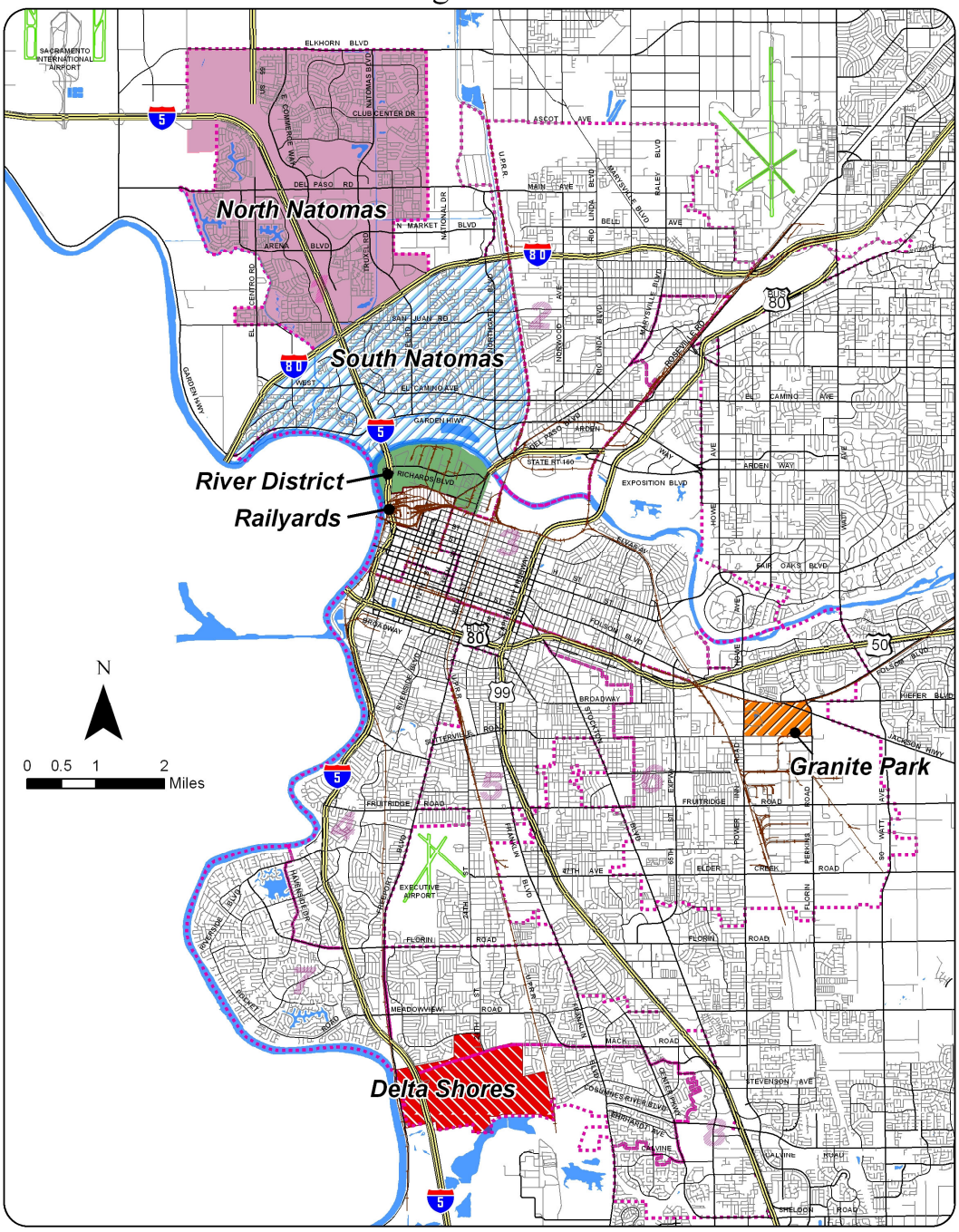
The purpose of the FBA District is to provide funding for infrastructure needs and community enhancements within the South Natomas Community Plan area. At the time of district formation, the City Council adopted a list of twenty-one specific projects from the South Natomas Community Plan to be paid with FBA funds. Many of the transportation projects in the original list have been completed. Of the remaining projects, some have been modified or are no longer being considered in the 2030 General Plan. Remaining projects are:

- Gateway Oaks Drive extension west of Main Drainage Canal
- Rosin Boulevard connection between Truxel Road and Northgate Boulevard
- River Plaza Drive Bridge over Main Drainage Canal
- Gateway Oaks Drive Bridge over Main Drainage Canal

DELTA SHORES

Delta Shores is a one thousand (approximate) 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 River Boulevard / Interstate 5 interchange and extension, and the extension of 24th Street. 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.

Figure K-1



DEVELOPMENT DRIVEN AREAS