

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) and 2035 General Plan Update (to be adopted in 2014) 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 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 an 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

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

Project setting criteria

	<u>Points</u>	<u>Description</u>
	5	Transit Access
	5	Economic Development
	5	Infill Development
	5	Adjoining Property (new)
	10	Land Use (new)
	<u>10</u>	Activity Centers
Total Points	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 & Infill.....(Max. Points: 10)
(combinable)**

Infill development channels economic growth into existing urban and suburban areas. The areas included in the following scoring criteria are generally also infill areas.

- 8 points - Tier 1 Priority area
- 5 points - Tier 2 Priority area
- 3 points - Property Based Improvement District (P.B.I.D.)
- 3 points - Community Development Block Grant (CDBG) eligible

8. 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

9. 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

**10. 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.

Six projects were added to this year's list:

- Sutterville Bypass – 23rd St to Attawa Ave
- Florin Perkins Road – Jackson Hwy to Belvedere Ave
- Power Inn Road – UPRR crossing to 21st Ave
- University Avenue/Howe Avenue Loop Ramp
- Lowell Street – north of Fruitridge Rd
- Natomas Boulevard – Elkhorn Blvd to south of Rose Arbor Dr

There were four projects deleted since the 2010 TPG. These projects and the reasons for deletion are as follows:

- Northgate Boulevard, Rosin Court (near McDonalds) to Turnstone Dr – Project funded.
- El Camino Avenue (East), Green St to Selma St – Project funded.
- Franklin Boulevard, 33rd Ave to 36th Ave – Project funded.
- Franklin Boulevard, Sun Meadows Dr to Mack Rd – Project funded.
- Acacia Avenue, Altos Ave to Rio Linda Blvd – Project funded.

TABLE H-1

YEAR 2014 - PEDESTRIAN IMPROVEMENTS

2014 Rank	2010 Rank	Council District	Ped Master Plan	PEDESTRIAN PROJECTS	Brief Description	Barrier Elim Score	Infrastructure Completeness Score	Car-Ped Collisions Score	Speed Score	Volume Score	Transit Access Score	Econ Dev & Infill Score	Adjoining Property Score	Land Use Score	Activity Centers Score	TOTAL SCORE	Safe Routes to School? (S)-State (F)-Fed
			Category														
1	6	2	Upgrade	Arden Way - Beaumont St to Evergreen St	Curb, Gutter & Sidewalk	10	15	7	8	10	5	8	5	10	4	82	
2	New	5	Upgrade	Sutterville Bypass - 23rd St to Attawa Ave	Sidewalk	15	15	0	6	5	5	8	3	10	10	77	
3	4	3	Upgrade	Richards Boulevard - Bercut Dr to N 3rd St	Curb, Gutter & Sidewalk	15	15	0	8	8	4	10	3	10	0	73	
4	3	4,5	Upgrade	Freeport Boulevard - 35th Ave to Belleauwood Ln	Curb, Gutter & Sidewalk	15	15	5	10	8	4	5	1	5	4	72	
4	New	6	Upgrade	Florin Perkins Road - Jackson Hwy to Belvedere Ave	Curb, Gutter & Sidewalk	15	15	0	10	10	5	10	0	1	6	72	S,F
4	New	6	Upgrade	Power Inn Road - UPRR crossing to 21st Ave	Sidewalk	15	15	0	10	10	3	10	0	5	4	72	
7	13	8	Basic	East Stockton Boulevard - Mack Rd to Hwy 99	Sidewalk	15	15	0	8	10	3	10	1	5	4	71	
8	7	2	Upgrade	Bell Avenue - Pinell St to Winters Ave*	Curb, Gutter & Sidewalk	15	15	0	8	8	4	8	1	1	10	70	
9	13	4	Premium	15th St and 16th St - W St to X St	Crossing Treatment	0	12	10	4	10	5	10	3	10	4	68	S,F
10	12	2	Upgrade	Auburn Boulevard - Plover St to Marconi Cir	Curb, Gutter & Sidewalk	10	15	0	8	5	0	8	3	10	6	65	
10	29	2	Basic	Cormorant Way - Silica Ave to Royale Rd	Curb, Gutter & Sidewalk	15	15	0	2	0	0	10	3	10	10	65	S,F
12	10	2	Upgrade	Main Avenue (West) - Norwood Ave to Rio Linda Blvd	Curb, Gutter & Sidewalk	10	15	0	8	5	4	3	3	5	10	63	
12	8	2	Upgrade	Kathleen Avenue/Tessa Avenue - Del Paso Blvd to Academy Way	Curb, Gutter & Sidewalk	15	15	0	2	0	5	8	3	5	10	63	
12	13	3,6	Premium	65th Street - Q St to 4th Ave	Sidewalk	0	15	0	8	10	5	8	3	10	4	63	
12	17	8	Upgrade	Mack Road - Brook Meadow Dr to Deer Meadow Dr	Curb, Gutter & Sidewalk	15	15	0	10	10	5	3	0	5	0	63	
12	17	7,8	Upgrade	Cosumnes River Boulevard - Bruceville Rd to Franklin Blvd	Sidewalk	10	15	0	10	10	0	3	0	5	10	63	
17	27	2	Basic	Morey Avenue - west of Norwood Ave	Curb, Gutter & Sidewalk	15	15	0	2	0	3	8	3	5	10	61	
17	22	2	Upgrade	Marysville Boulevard - north of Main Ave/Claire Ave	Curb, Gutter & Sidewalk	10	15	0	10	5	0	3	3	5	10	61	S,F
17	30	4	Premium	29th Street - Q St to S St	Sidewalk	0	15	7	4	5	5	10	1	10	4	61	
20	New	6	Upgrade	University Avenue/Howe Avenue Loop Ramp	Curb, Gutter & Sidewalk	15	15	0	6	10	3		0	5	6	60	
20	17	3	Upgrade	Northgate Boulevard - Winter Garden Ave to Tenaya Ave	Sidewalk	10	12	0	8	10	4	8	3	5	0	60	
20	27	2	Upgrade	Taft Street - El Camino Ave to Helena Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	5	10	3	5	10	60	
23	9	3	Upgrade	Northgate Boulevard (by Smythe School) - Wilson Ave to Haggin Ave		0	12	0	8	10	3	8	3	5	10	59	
23	13	4,5	Premium	Freeport Boulevard - Sutterville Rd to Wentworth Ave	Curb, Gutter & Sidewalk	0	7	0	6	10	5	8	3	10	10	59	
25	22	6	Upgrade	65th Street - 14th Ave to 18th Ave	Curb, Gutter & Sidewalk	0	15	0	10	10	4	3	1	5	10	58	S,F

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			Category	Maximum Points in Scoring Category:			15	15	10	10	10	5	10	5	10	100	
25	22	2	Upgrade	Jessie Avenue - Burgess Dr to Taylor St	Curb, Gutter & Sidewalk	15	15	0	2	5	3	3	0	5	10	58	S,F
25	22	2	Basic	Selma Street - south of Dixie Ave	Curb, Gutter & Sidewalk	15	15	0	2	0	5	10	1	10	0	58	S
25	20	5	Basic	19th Avenue and 20th Avenue - east of Franklin Blvd	Curb, Gutter & Sidewalk	10	15	0	2	0	3	10	3	5	10	58	
25	20	5	Basic	32nd Street and 22nd Avenue - east of Franklin Blvd	Curb, Gutter & Sidewalk	10	15	0	2	0	3	10	3	5	10	58	S,F
25	32	2	Basic	Southgate Road - Lochbrae Rd to Royal Oaks Dr	Curb, Gutter & Sidewalk	15	10	0	2	0	5	8	3	5	10	58	S,F
31	22	4,5	Premium	Freeport Boulevard - 13th Ave to Sutterville Rd	Sidewalk	0	10	0	4	10	5	5	3	10	10	57	S,F
31	35	3	Upgrade	West Silver Eagle Road and Northgate Boulevard - 529 W Silver Eagle Rd to levee	Needs sidewalks, drainage system, fire hydrant and	15	15	0	2	0	3	8	3	5	6	57	
33	38	2	Upgrade	Rio Linda Boulevard - North Ave to Grand Ave	Curb, Gutter & Sidewalk	5	12	0	8	5	4	8	3	5	6	56	
33	46	2	Basic	Barbara Street and North Avenue - NW Corner	Curb, Gutter & Sidewalk	15	15	0	2	0	0	8	3	5	8	56	
35	32	2	Upgrade	Rio Linda Boulevard - Main Ave to Claire Ave	Curb, Gutter & Sidewalk	0	15	0	10	8	4	0	3	5	10	55	S,F
35	53	2	Upgrade	Selma Street - Fienza Ave to El Camino Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	5	10	3	10	0	55	
37	32	2	Upgrade	Norwood Avenue - Grace Ave to Main Ave	Curb, Gutter & Sidewalk	0	15	0	8	8	4	3	0	5	10	53	S,F
37	38	2	Upgrade	Clay Street - Dixie Ave to El Camino Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	5	10	1	10	0	53	
37	41	2	Upgrade	Bell Avenue (West) - Norwood Ave to Rio Linda Blvd	Curb, Gutter & Sidewalk	0	15	0	8	5	4	3	3	5	10	53	S,F
37	41	2	Basic	Mahogany Street - Verano St*	Curb, Gutter & Sidewalk	15	15	0	2	0	0	3	3	5	10	53	S,F
37	41	2	Basic	Ivy Street - South Ave to Nogales St	Sidewalk	15	15	0	2	0	0	3	3	5	10	53	
37	53	2	Upgrade	MacArthur Street - west of Pinell St	Curb, Gutter & Sidewalk	10	15	0	2	0	3	8	0	5	10	53	S,F
43	30	4	Premium	I Street - 2nd St to 3rd St	Sidewalk	0	15	0	2	5	3	6	1	10	10	52	
43	35	2	Basic	Woodlake Drive - Canterbury Rd to Royale Oaks Dr	Sidewalk	15	10	0	2	0	5	6	3	5	6	52	
43	35	4	Upgrade	South Land Park Drive - Noonan Dr to Fruitridge Rd	Sidewalk	10	15	0	4	5	4	0	3	5	6	52	
43	44	2	Basic	Western Avenue - Santiago Ave to Redwood Park	Pathway	15	15	0	4	0	3	3	1	5	6	52	
47	38	2	Basic	Blackwood Street - Canterbury Rd to Woodlake Dr	Sidewalk	15	10	0	2	0	3	3	3	5	10	51	
48	50	2	Upgrade	Edgewater Road/Lampasas Avenue - Bay Dr to Grove Ave	Curb, Gutter & Sidewalk	15	15	0	2	0	0	3	0	5	10	50	S,F
48	65	2	Basic	Waterford Road - Yorkshire Rd to Bowling Green Dr	Sidewalk	10	10	0	2	0	0	10	3	5	10	50	S,F
48	65	2	Basic	Yorkshire Road - Royale Rd to Bowling Green Dr	Sidewalk	10	10	0	2	0	0	10	3	5	10	50	

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			Category	Maximum Points in Scoring Category:			15	15	10	10	10	5	10	5	10	100	
51	62	8	Basic	Calvine Road at CRC Entrance	Crossing Treatment	5	5	0	10	8	0	0	1	10	10	49	
52	46	5	Basic	Lonsdale Drive - Seamas Ave to 34th Ave	Sidewalk	15	10	0	2	0	3	0	3	5	10	48	S,F
52	46	2	Basic	Dayton Street - north of Bell Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	3	0	3	5	10	48	S,F
52	46	6	Upgrade	65th Street - 18th Ave to 21st Ave	Curb, Gutter & Sidewalk	0	15	0	10	10	4	3	1	5	0	48	S
52	50	8	Basic	Carlin Avenue - Stubblefield Way and Del Vista Cir (n)	Curb, Gutter & Sidewalk	15	15	0	2	0	0	0	1	5	10	48	
52	53	2	Basic	Albatross Way and Woolley Way	Curb, Gutter & Sidewalk	10	15	0	2	0	0	3	3	5	10	48	
52	53	2	Upgrade	Ray Street - Silica Ave to Bowling Green Dr	Curb, Gutter & Sidewalk	10	15	0	2	0	0	3	3	5	10	48	S,F
58	New	6	Basic	Lowell Street - north of Fruitridge Rd	Sidewalk	15	10	0	2	0	3	3	3	1	10	47	
58	50	2	Premium	Grand Avenue - Fell St to Huron St	Sidewalk	0	15	0	6	5	3	3	0	5	10	47	S
58	53	6	Upgrade	65th Street - 21st Ave to Fruitridge Rd	Curb, Gutter & Sidewalk	0	15	0	10	10	4	3	0	5	0	47	
61	60	3,4	Basic	28th Street - north of B St	Curb, Gutter & Sidewalk	10	15	0	2	0	0	8	0	5	6	46	
61	62	2	Upgrade	El Camino Avenue (West) - Altos Ave to Forrest St	Curb, Gutter & Sidewalk	0	12	0	4	8	3	3	1	10	4	45	
61	53	4	Basic	Monterey Way - Potrero Way to 27th Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	0	0	3	5	10	45	S,F
61	62	6	Basic	Ring Drive - Elder Creek Rd to Rock Creek Dr	Curb, Gutter & Sidewalk	10	15	0	2	0	0	10	3	5	0	45	
65	60	4	Basic	Noonan Drive - S Land Park Dr to S Land Park Dr	Sidewalk	10	10	0	2	0	3	0	3	5	10	43	S,F
66	53	4	Premium	W Street - southside from 6th St to 8th St	Sidewalk	0	10	0	6	5	3	3	0	5	10	42	
66	67	2	Basic	Roanoke Avenue - west of Rio Linda Blvd	Pathway	15	5	0	0	0	3	8	0	5	6	42	
68	72	5	Basic	1st Avenue - east of 5th St	Sidewalk	0	10	0	2	0	3	8	5	5	8	41	
69	New	1	Upgrade	Natomas Boulevard - Elkhorn Blvd to south of Rose Arbor Drive	Curb, Gutter & Sidewalk	0	15	0	10	5	0	0	0	10	0	40	
70	67	2	Basic	Plover Street - north of Fienza Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	0	3	3	5	0	38	
70	67	1	Basic	Salizar Way - Regency Park Cir to bend in road	Sidewalk	15	10	0	2	0	0	0	0	5	6	38	
70	67	4,5	Upgrade	Seamas Avenue/Fruitridge Road - Decliff Cir to Gilgunn Way	Sidewalk	0	7	0	8	8	4	0	0	5	6	38	
73	71	8	Basic	Matson Drive - Henrietta Dr to Sylvia Way	Curb, Gutter & Sidewalk	0	15	0	2	0	0	3	1	5	10	36	S,F

"New" in the 2010 Rank column indicates projects added this year.

*Indicates change to project limits since last TPG.

FIGURE H-1

