

**CITY OF SACRAMENTO
TRANSPORTATION PROGRAMMING GUIDE
APRIL 2004**

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INTRODUCTION

BACKGROUND

The Transportation Programming Guide is a comprehensive document that prioritizes the City of Sacramento's transportation programs and projects. Nine transportation program areas are identified:

- Major Street Improvements
- Street Maintenance
- Street Reconstruction
- Traffic Signals
- Alternate Modes
- Bridge Replacement and Rehabilitation
- Streetscape Enhancement
- Sidewalks to Schools
- Speed Humps

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

- Jacinto Creek Planning Area
- North Natomas
- Richards Boulevard/Railyard Area
- Granite Regional Park
- South Natomas

Although projects are prioritized within the nine 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 2004 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; and
- The Sacramento Area Bicycle Advocates
- The American Lung Association

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

- Meeting with Councilmembers: These meetings provided for the opportunity for Councilmembers to provide input, review draft deliverables, and hear highlights of input received from the community.
- Interactive Website: The Transportation Programming Guide web page was frequently updated to allow input from the community and to provide draft deliverables for public review.
- Press Announcements: Press announcements were used to announce the kickoff of the Transportation Programming Guide, availability of deliverables and review periods, and meeting dates.
- Presentations to BAC & Planning Commission: Presentations were given to the Bicycle Advisory Committee and the Planning Commission for input.
- Presentations/Announcements to Neighborhood Service Area (NSA) Leadership Meetings: With the assistance of the NSA directors, presentations were given to the NSA Leadership. Announcements were made at these meetings regarding availability of deliverables and review periods and meetings dates.
- Public Open House: Two public open houses were held early in the process in July, 2003. The purpose of the open houses was to educate the public on the Transportation Programming Guide and solicit input from the community.

DEVELOPMENT OF THE TRANSPORTATION PROGRAMMING GUIDE

City staff, working with the Community Advisory Committee and incorporating input received through the outreach program, made modifications to the previous years' criteria to better reflect adopted City policies and plans (i.e. the **City of Sacramento Infill Strategy adopted on May 14, 2002, the Smart-Growth Implementation Strategy adopted on Dec. 4, 2001, and the Economic Development Strategy Framework adopted on April 18, 2000**). These criteria modifications are consistent with the City Strategic Plan Goal to promote and support economic vitality by giving priority in the competition for transportation funding to improvements that support the City Council adopted plans and policies. These are transportation improvements that:

- Support community revitalization plans
- Encourage residential mixed use development
- Decrease automobile trips and trip distances
- Encourage transit, walking and bicycling modes
- Encourage infill development

The criteria modifications were approved by City Council on December 2, 2003.

Project ideas were solicited from Mayor and City Council, the Planning Commission, City staff, Community Advisory Committee, City Manager's Office and Neighborhood Services and the Community. Staff screened project suggestions for eligibility and applied the Council-approved criteria to score and rank eligible projects. The scored and ranked project lists were reviewed by City staff and the Community Advisory Committee to ensure that the criteria were applied correctly. The scored and ranked lists were approved by City Council on March 16, 2004.

MAJOR STREET IMPROVEMENTS PROGRAM

INTRODUCTION

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

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

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

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

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

- Roadway Widening
- Extensions/Connections
- Grade Separations
- Interchange 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.

GOALS AND POLICIES

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

Goals:

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

Policy:

- Explore actions which allow for the prioritization, planning, and construction of new facilities.
2. Create and maintain a street system that protects residential neighborhoods from unnecessary levels of traffic.

Policy:

- Continue, wherever possible, to design streets and to approve development application in such a manner as to eliminate high traffic flows and parking problems within residential neighborhoods.
3. Work toward achieving an overall Level of Service C¹ on the City's local and major street system.

Policies:

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

Policy:

- Support programs that improve traffic flow.

¹

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

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:

<u>Roadway Widening:</u>	If the existing volume on a street exceeds 80% of the street's capacity (i.e., the Level of Service is below C), lanes are of substandard width, or widening is needed to serve anticipated development.
<u>Extensions/Connections:</u>	If extending a major street or connecting two major streets will close a gap, improve traffic circulation, or relieve congestion on other streets that have a service level below C (i.e., LOS D, E, or F).
<u>Grade Separations:</u>	If the existing service level is below C, or there are problems with conflicts between vehicular traffic and/or rail traffic.
<u>Interchange Construction:</u>	If an interchange is needed to serve development or to relieve congestion at a nearby interchange with an existing service level below C.
<u>Interchange Modification:</u>	If the existing service level at the over-crossing, at the ramp intersections, or on the ramps is below C, or if a partial interchange exists and the modification will upgrade it to a full interchange.

Project Identification

A total of thirty-seven projects were evaluated in the Major Street section. The majority of the projects were previously identified in the 2002 TPG:

<u>Type of Major Street Improvement</u>	<u>Number of Projects</u>
Roadway Widening	20
Extension/Connection	6
Grade Separation	0
Interchange Construction/Modification	7
Extension and Interchange Construction/Modification	1
Other	3

PROJECT RANKING PROCESS

Eligible projects are scored and ranked using nine criteria: Congestion, Public Safety, Economic Development, Infill Development, Cost, Deliverability/Readiness, Volume, Gap Closure, and Alternate Modes. 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. 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:

$$\frac{\text{Existing V/C of Project}}{\text{Highest Existing V/C of Projects Considered}} \times 12 = \underline{\hspace{2cm}}$$

$$\frac{\text{Year 2025 V/C of Project}}{\text{Highest Year 2025 V/C of Projects Considered}} \times 8 = \underline{\hspace{2cm}}$$

2. Public Safety (Max. Points: 20)

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

$$\frac{\text{3 Year Average Accident Rate}^2 \text{ of Project}}{\text{Highest Accident Rate of Projects Considered}} \times 20 = \underline{\hspace{2cm}}$$

3. Economic Development (Max. Points: 10)

- Is the project 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 (5 points)

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

 Yes (5 points) No (0 points)

² The accident Rate is the annual number of accidents per 1 million vehicle miles. Accident Rate = Accidents x 10⁶ / (ADT x segment miles x 365)

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) _____ No (0 points)
 - Central City Area _____ Yes (10 points) _____ No (0 points)
 - Neighborhood Commercial Revitalization Area _____ Yes (5 points) _____ No (0 points)
 - Transit Station Area _____ Yes (10 points) _____ No (0 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)

5. Cost

(Max Points: 5)

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

$$\frac{\text{Lowest Cost Project}}{\text{Project Cost}} \times 5 = \underline{\hspace{2cm}}$$

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:

$$\frac{\text{Existing ADT of Project}}{\text{Highest Existing ADT of Projects Considered}} \times 7 = \underline{\hspace{2cm}}$$

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. Alternate Modes

(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 |
| 6 points | given if the project improves access to a LRT station for pedestrians, bicyclists, vehicles or buses |

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.

Two new projects were added to this year's list. They were Richards Boulevard Widening from I-5 to North 7th Street and 6th Street Extension from G Street to North 5th Street at Richards Boulevard. These two projects were identified in the Railyards/Richards Boulevard Area Infrastructure Finance Plan.

There were six projects deleted from this year's Major Streets Improvement list that were in the previous list. These projects and reasons for their deletion are as follows:

- Richards Boulevard/SR 160 Interchange. This intersection is funded for intersection improvements.
- Sutter's Landing Parkway – Richards Boulevard to SR51 and Interchange at SR51. This project was determined through study to be of marginal benefit given the projected cost.
- West El Camino Widening from Natomas Main Drain Canal to I-80. This project is funded.
- Commerce Circle Extension to NorthgateBoulevard. This project is not feasible, as it would require a break in the levee.
- American River Crossing at Truxel Road. This project is neither in any of the City's approved planning documents nor in the 2025 Metropolitan Transportation Plan.
- The Northgate All Weather project was redefined as improvements at the Northgate Boulevard/Garden Highway intersection. The construction is partially funded, therefore, the project was deleted.

TABLE A-1

YEAR 2004 - MAJOR STREET PROJECTS

2004 Rank	2002 ⁽¹⁾ Rank	Council District	MAJOR STREET PROJECT	Planning Level Project Cost	Congestion Score	Pub Safe Score	Econ Dev Score	Infill Score	Cost Score	Deliv/Ready Score	Volume Score	Gap Close Score	Alt. Modes Score	TOTAL SCORE
			Maximum Points in Scoring Category:		20.0	20.0	10	15	5.0	5	7.0	8	10	100
1	14	1	Richards Blvd/I-5 Interchange Improvements	40,000,000	11.8	15.0	10	15	0.3	0	2.9	0	8	63.0
2	1	3,6	Folsom Blvd Widening from 65th St to Power Inn Rd	22,000,000	16.3	11.7	5	15	0.5	3	2.4	0	8	61.9
3	9	1	Railyards Access Road	15,000,000	12.0	14.7	10	15	0.7	0	3.2	0	6	61.6
4	4	6	4th Ave Extension from 65th St. to Ramona Ave	25,000,000	13.3	20.0	0	15	0.4	3	4.7	5	0	61.4
5	16	7	Cosumnes River Blvd Extension and Interchange at I-5 - Franklin Blvd to I-5	50,000,000	10.8	12.1	5	5	0.2	3	2.8	8	10	56.9
6	2	1	Gateway Blvd Extension and North 12th St/North B St Intersection Improvements	30,000,000	8.2	18.2	5	15	0.3	0	2.8	5	0	54.4
7	19	2	Silver Eagle Rd Widening - Norwood to Mabel	2,000,000	10.5	13.8	0	15	5.0	0	1.4	0	8	53.7
8	32	8	Bruceville Rd Widening - Cosumnes River Blvd to Sheldon Rd	10,000,000	14.8	12.8	5	5	1.0	3	1.6	0	10	53.2
9	3	3,6	Jed Smith Realignment and Ramona Ave Extension to Folsom Blvd and 14th Ave	10,000,000	13.3	20.0	0	5	1.0	3	4.7	5	0	52.0
10	5	6	SR 16 Realignment - Watt Ave to Power Inn Rd at 14th Ave	18,000,000	13.3	20.0	5	5	0.6	3	4.7	0	0	51.6
11	21	5	Sutterville Rd/23rd St Intersection	2,000,000	11.8	5.9	0	15	5.0	0	3.8	0	10	51.4
12	18	1	Northgate Blvd/Garden Highway Intersection	5,500,000	15.2	10.0	0	15	1.8	0	2.1	0	4	48.2
13	22	2	Bell Ave Widening - Norwood Ave to Raley Blvd	20,000,000	4.5	19.3	0	15	0.5	0	0.7	0	8	48.1
14	New	1	Richards Blvd Widening - I-5 to North 7th St	20,000,000	11.7	3.6	10	10	0.5	0	3.9	0	8	47.7
15	27	1	Garden Hwy Widening - Arden-Garden Connector to I-5	35,000,000	16.4	6.2	0	15	0.3	0	2.8	0	4	44.6
16	28	2	Main Ave Widening - Norwood Ave to Rio Linda Blvd	7,000,000	6.0	16.9	0	15	1.4	0	0.8	0	4	44.1
17	17	2	Exposition Blvd/SR 160 Interchange	35,000,000	10.9	8.8	0	15	0.3	0	1.2	3	4	43.2
18	8	3	Arden Way/Arden Fair Mall Access Improvements - SR51 to Ethan Way	4,000,000	10.4	13.5	5	0	2.5	0	7.0	0	4	42.4
19	10	6	Power Inn Rd Widening - 14th Ave to Fruitridge Rd	25,000,000	10.7	9.7	5	5	0.4	0	3.5	0	8	42.3
20	9	1	Northgate Blvd/I-80 Interchange Improvements	10,000,000	7.4	6.6	5	10	1.0	0	2.6	0	8	40.7
21	24	1	7th St Widening - Downtown to Richards Blvd	25,000,000	9.2	0.0	10	10	0.4	0	0.8	0	10	40.4
22	New	1	6th St Northerly Extension - G St to North 5th St at Richards Blvd	47,000,000	9.2	0.0	10	10	0.2	0	0.8	0	10	40.3
23	29	2,3	Roseville Rd Widening - Connie Drive to the City Limits	4,000,000	12.6	2.7	0	15	2.5	0	2.2	0	4	39.0
24	30	1	West El Camino Ave/I-5 Interchange Improvements	25,000,000	16.5	8.3	0	0	0.4	0	3.0	2	8	38.2
25	10	6	South Watt Ave Widening - Elder Creek Rd to Fruitridge Rd	20,000,000	17.6	3.8	5	5	0.5	0	2.0	0	4	37.9
26	26	6	Fruitridge Rd Widening - Florin Perkins Rd to South Watt Ave	8,000,000	11.4	9.0	5	5	1.3	0	1.7	0	4	37.3
27	34	6	Florin-Perkins Rd Widening - Folsom Blvd to Fruitridge Rd	12,000,000	7.7	6.6	5	5	0.8	0	2.9	0	8	36.1
28	20	1	Northgate Blvd/SR 160 Interchange Improvements	22,000,000	8.3	8.1	0	5	0.5	3	2.9	2	4	33.7
29	13	3	Arden Way/SR 51 Interchange Improvements	19,500,000	8.1	15.5	0	0	0.5	0	4.3	0	4	32.5
30	25	8	State Route 99/Sheldon Rd Interchange	38,000,000	14.2	6.8	0	0	0.3	3	1.9	2	4	32.2
31	35	8	Cosumnes River Blvd Widening - Bruceville Rd to Center Pkwy	10,000,000	15.1	8.0	0	0	1.0	0	2.5	0	4	30.6
32	33	6	Elder Creek Rd Widening - Power Inn Rd to South Watt Ave	13,000,000	6.8	6.9	5	5	0.8	0	1.7	0	4	30.2
33	38	2	Bell Ave Widening - Raley Blvd to Winters St	12,000,000	7.8	5.6	0	5	0.8	0	1.4	0	8	28.6
34	39	7	Cosumnes River Blvd Widening - Franklin Blvd to Center Pkwy	10,000,000	10.0	6.9	0	5	1.0	0	1.6	0	4	28.5
35	37	2	Raley Blvd Widening - Santa Ana Ave to Ascot Ave	25,000,000	7.6	9.4	0	5	0.4	0	1.4	0	4	27.8
36	23	8	Sheldon Rd Widening - Bruceville Rd to Hwy 99	5,000,000	10.2	7.5	0	5	2.0	0	1.4	0	0	26.2
37	40	6	Kiefer Blvd Widening - Florin Perkins Rd to South Watt Ave	4,000,000	4.4	4.5	0	0	2.5	0	0.7	0	4	16.2

TOTAL MAJOR STREET PROJECT COST 685,000,000

(1) "New" Indicates new project added this year

Development Driven

TABLE A-2

YEAR 2003-04 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

Major Street Improvements Program A-8

2004 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
1	Richards Blvd/I-5 Interchange Improvements	Improve capacity and operations of the Richards Boulevard / I-5 Interchange by modifying ramp widths, length and interface with the local street grid.	NEATS Project ID #8	40,000,000
2	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 65 th Street. Provide sidewalks and bike lanes in both directions.	SEATS Phase I	22,000,000
3	Railyards Access Road	Modify Jibboom Street and Bercut Drive to provide north-south access between Richards Boulevard and the proposed Gateway Boulevard Extension project on the west side of the railyards.	NEATS Project ID #3	15,000,000
4	4th Ave Extension from 65th St. to Ramona Ave	Extend 4 th Avenue from 65 th Street to Ramona Avenue. Provide sidewalks and bike lanes in both directions.		25,000,000
5	Cosumnes River Blvd Extension and Interchange at I-5 - Franklin Blvd to I-5	Extend Cosumnes River Boulevard as a four-lane roadway from Franklin Boulevard to 24th Street, as a six-lane roadway from 24th Street to I-5 Interchange, and as a four-lane from the I-5 Interchange to Freeport Boulevard. Construct an interchange at I-5. Project includes a grade separation at the UPRR and bike lanes and sidewalks in both directions.	City may initially construct a two-lane facility. Widening to four and six lanes will be subsequently completed by developers	50,000,000
6	Gateway Blvd Extension and North 12th St/North B St Intersection Improvements	Construct a collector from the intersection of North B/12 th 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 12 th Street, and Gateway Boulevard.	NEATS Project ID #5 & ID #6.	30,000,000
7	Silver Eagle Rd Widening - Norwood to Mabel	Widen Silver Eagle Road to 3-lanes including a two-way left turn lane.		2,000,000
8	Bruceville Rd Widening - Cosumnes River Blvd to Sheldon Rd	Widen Bruceville Road with a raised center median from Cosumnes River Boulevard to Sheldon Road.	Included in Jacinto Creek Planning Area Finance Plan. Initial widening to four lanes by City. Lanes 5 and 6 will be provided by developer along with sidewalks and bike lanes in both directions.	10,000,000
9	Jed Smith Realignment and Ramona Ave Extension to Folsom Blvd and 14th Ave	Realign Jed Smith from CSUS to Folsom Boulevard and extend Ramona Avenue as a two-lane roadway from Folsom Boulevard to 14 th Avenue.	SEATS Phase I	10,000,000
10	SR 16 Realignment - Watt Ave to Power Inn Rd at 14th Ave	Realign Jackson Road as a four-lane roadway from Watt Avenue to Power Inn Road. Provide sidewalks and bike lanes in both directions.	SEATS Phase I	18,000,000
11	Sutterville Rd/23rd St Intersection	Provide a 4-way intersection at 23 ^d Street and Sutterville. The project would also eliminate the by-pass at 24 th Street on the south side of the Sacramento City College.	This project is a joint City of Sacramento/Dos Rios Community College District project.	2,000,000

TABLE A-2

YEAR 2003-04 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2004 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
12	Northgate Blvd/Garden Highway Intersection	Widen the intersection on Northgate Boulevard and Arden-Garden Connector. Widen Steelhead Creek Bridge, and construct traffic signal modifications to improve traffic, bicycle and pedestrian safety, and operations.	This project was identified through the preliminary engineering and environmental analysis for the Elevating Northgate Boulevard project.	5,500,000
13	Bell Ave Widening - Norwood Ave to Raley Blvd	Widening Bell Avenue to 4-lanes plus a two-way left turn lane from Norwood Avenue and Raley Boulevard. Provide sidewalks and bike lanes in both directions.		20,000,000
14	Richards Blvd Widening - Bercut Drive to North 7th St	Widen Richards Boulevard to six lanes from Bercut Drive to North 7th Street. Provide sidewalks and bike lanes in both directions.		20,000,000
15	Garden Hwy Widening - Arden-Garden Connector to I-5	Widen Garden Highway from two lanes to four lanes between the western terminus of the Arden Garden Connector project to a point 300 feet east of the I-5 ramps, a total distance of 1.25 miles. Provide sidewalks and bike lanes in both directions		35,000,000
16	Main Ave Widening - Norwood Ave to Rio Linda Blvd	Widen Main Avenue between Norwood Avenue and Rio Linda Boulevard to four lanes. The project includes bike lanes and sidewalks in both directions.		7,000,000
17	Exposition Blvd/SR 160 Interchange	Construct a split diamond interchange on SR 160 at Exposition Boulevard. Provides sidewalks and bike lanes.	NEATS Project ID #7	35,000,000
18	Arden Way/Arden Fair Mall Access Improvements - SR51 to Ethan Way	The project is intended to improve access to and from Arden Fair Mall, improve traffic operations on Arden Way, and relieve congestion at the Business 80 interchange.		4,000,000
19	Power Inn Rd Widening - 14th Ave to Fruitridge Rd	Power Inn Road between 14 th 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. Includes bike lanes and sidewalks in both directions.	SEATS Phase II	25,000,000
20	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.		10,000,000
21	7th St Widening - Downtown to Richards Blvd	Widen Phase I of 7 th Street Extension to 4 lanes from E Street, through the railyards site, to Richards Boulevard. Includes bike lanes and sidewalks in both directions.	NEATS Project #1, Phase 1, the 7th Street Extension as a 2 lane road was completed in early 2004.	25,000,000
22	6th St Northerly Extension - G St to North 5th St at Richards Blvd	Extend 6th Street north from G Street to Richards Boulevard at North 5th Street.	Part of Richards/Railyard Development	47,000,000
23	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. This project includes bike lanes and sidewalks in both directions.		4,000,000

TABLE A-2

YEAR 2003-04 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

Major Street Improvements Program A-10

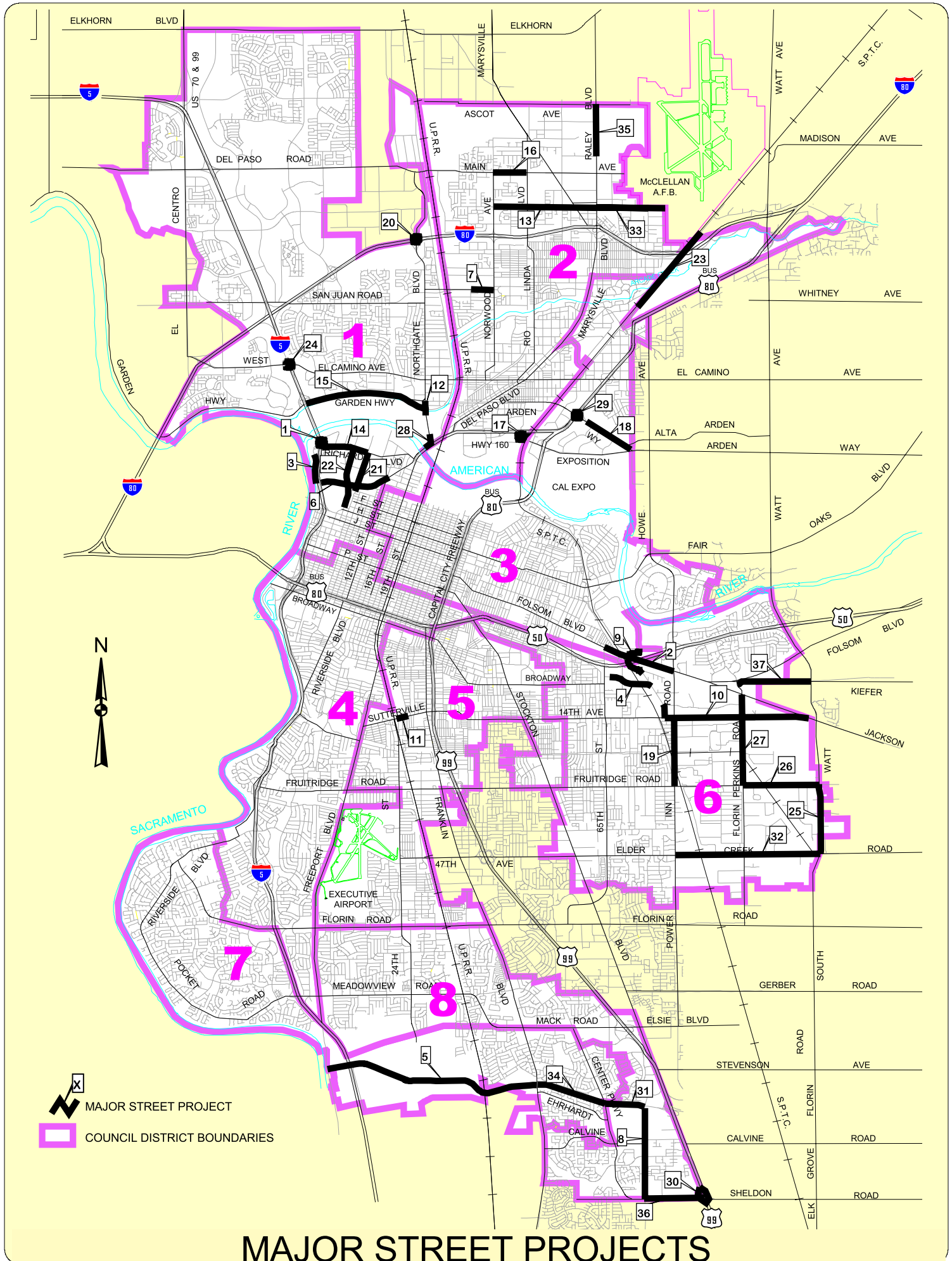
2004 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
24	West El Camino Ave/I-5 Interchange Improvements	Construct a northbound entrance ramp and southbound exit ramp at the West El Camino Avenue/I-5 Interchange. Modify the NB I-5 to I-80 ramp to accommodate the proposed interchange ramps. Due to interchange spacing constraints, Northbound I-5 traffic entering at El Camino Avenue will not have access to the eastbound I-80 Ramp.		25,000,000
25	South Watt Ave Widening - Elder Creek Rd to Fruitridge Rd	Widen South Watt between Elder Creek Road and Fruitridge Road to 6-lanes. Include bike lanes and sidewalks.	SEATS Phase II	20,000,000
26	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 lanes and sidewalks	SEATS Phase II	8,000,000
27	Florin-Perkins Rd Widening - Folsom Blvd to Fruitridge Rd	This project will widen Florin Perkins between Folsom Boulevard and Fruitridge Road to six lanes. Includes bike lanes and sidewalks .	SEATS Phase II	12,000,000
28	Northgate Blvd/SR 160 Interchange Improvements	Construct eastbound entrance ramp and westbound exit ramps at Northgate Boulevard/SR 160.		22,000,000
29	Arden Way/SR 51 Interchange Improvements	Replace the two under crossing structures on SR51 to reduce the number of spans and piers located in Arden Way. Widen Arden Way beneath SR51 to include six through lanes and turn lanes(s). Provide sidewalks and bike lanes in both directions. Relocate the ramp terminals of the SR51 ramps 200' north to a new signalized intersection. Realign the ramp terminal of the loop on-ramp to SR160.	NEATS Project ID #12	19,500,000
30	State Route 99/Sheldon Rd Interchange	This project will make improvements to the existing Highway 99 and Sheldon Road Interchange.	This is a City of Elk Grove project. Only the northwest corner of the project is located within the City of Sacramento city limits.	38,000,000
31	Cosumnes River Blvd Widening - Bruceville Rd to Center Pkwy	Widen Cosumnes River Boulevard to four lanes between Center Parkway to Bruceville Road. Include bike/pedestrian improvements.		10,000,000
32	Elder Creek Rd Widening - Power Inn Rd to South Watt Ave	This project will widen Elder Creek Road between Power Inn Road and Elk Grove-Florin Road/South Watt Avenue. This segment of roadway is approximately two miles long, and varies in width. The proposed project would improve the entire segment to four lanes.	SEATS Phase II	13,000,000
33	Bell Ave Widening - Raley Blvd to Winters St	Widen Bell Avenue between Raley Boulevard and Winters to four lanes. Include bike lanes and sidewalks in both directions.		12,000,000
34	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/pedestrian improvements.		10,000,000
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.	Project will be coordinated with the Magpie Creek Diversion project.	25,000,000
36	Sheldon Rd Widening - Bruceville Rd to Hwy 99	Widen Sheldon Road between Bruceville Road and Highway 99 from 2 lanes to 6 lanes. Lanes 5 & 6 will be provided by developer.	This is a joint City of Elk Grove/ City of Sacramento project.	5,000,000

TABLE A-2

YEAR 2003-04 MAJOR STREET IPROVEMENTS PROJECT DESCRIPTIONS

2004 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
37	Kiefer Blvd Widening - Florin Perkins Rd to South Watt Ave	Widen Kiefer Boulevard between Florin-Perkins road to South Watt Avenue from two lanes to four lanes. This segment of Kiefer Boulevard is approximately 1.1 miles long, a portion of which lies entirely within Sacramento County.		4,000,000

FIGURE A-1



MAJOR STREET PROJECTS

STREET MAINTENANCE PROGRAM

INTRODUCTION

Street Maintenance is routine work performed to keep the pavement in a condition as close as possible to its newly constructed condition. This results in a cost effective use of limited available funds, and provides maximum benefit to the traveling public by enhancing safety of the roadway and improving ride comfort of the road surface.

Street maintenance can be divided into three strategies: maintenance, rehabilitation and transition. Maintenance activities are comprised of crack sealing and patching potholes and are used to repair damage to a street immediately so as to minimize any long-term structural damage that might occur. Rehabilitation activities include several types of resurfacing, which are described below. All of these resurfacing treatments are used to extend the life of a street. The appropriate resurfacing treatment for a roadway depends on the existing pavement condition. If the existing pavement condition is extremely poor then the street may need to be reconstructed. It is more cost effective to resurface a street before pavement deterioration becomes severe than to reconstruct it. The cost to reconstruct a street is significantly higher and can be upwards of \$45.00 per square yard. There is currently a significant backlog of street segments identified in the reconstruction section of this Transportation Programming Guide. Street Maintenance Operations has developed transition strategies to improve the roadway condition of these streets to a level that makes it cost effective to apply one of our rehabilitation activities. This new transition strategy was used extensively in the Downtown area in 2002 and 2003.

Rehabilitation Activities

Overlay: An overlay is the highest form of street maintenance and involves the placement of a new layer of asphalt, approximately one and a half to three and half inches thick, on the street. The construction cost to overlay a street is approximately \$14.00 per square yard depending upon the thickness required. Properly maintained, an overlay can extend the life of the street by twenty to twenty five years although heavily used streets may require more frequent overlays.

Ultra Thin Wearing Surface: An Ultra thin wearing surface has been used throughout California including the California Department of Transportation (Caltrans) as a cost effective and long lasting rehabilitation strategy. Similar to an overlay, some of the existing surface may be grinded away and then an ultra thin (less than one inch) wearing surfaced is paved over the street and may extend the life of the road by as much as twenty years. The construction cost for this treatment is approximately \$8.25 per square yard which includes the required preparaton work.

Cape Seal: A Cape Seal consists of 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 more frequently than a chip seal. The construction cost to cape seal a street including any required preparation work is approximately \$3.50 per square yard. Cape sealing can extend the life of a street by nine to twelve years.

Chip Seal: A chip seal involves the application of liquid asphalt followed by placement of small rock chips on the existing pavement. The construction cost to chip seal a street including any required preparation work is approximately \$2.50 per square yard. This treatment adds strength to

the existing pavement and can extend the life of the street by eight to ten years. Chip Seals are rarely used in the City of Sacramento.

Slurry Seal: A slurry seal is a blend of oil and small aggregate that is applied to the streets. Slurry seal is a preventive maintenance procedure. The construction cost to slurry seal a street including any required preparation work is approximately \$1.50 per square yard. Slurry sealing can extend the life of a street by five to seven years.

GOALS AND POLICIES

The Street Maintenance Program is consistent with the following City of Sacramento 1986 General Plan goals and policies

Goals:

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

Policy:

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

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

Policies:

Perform sealing of streets currently in good condition to delay the need for more costly street overlays.

Perform street overlays and ultra thin wearing surface treatments to avoid street reconstruction costs.

PROJECT LIST DEVELOPMENT

Pavement Management Application Update

The City performed an inventory of the entire road network, in segments of one hundred (100) foot increments, during the spring and summer of 1999 and again in 2002.

Thirteen different distress and roughness data were collected. Each distress was measured with three severity levels and five density levels. The roughness was collected using five levels.

Structural data were collected from record drawings, soil core samples and road condition observations. Traffic data were obtained from the city's Traffic Engineering Division. Other information included in the inventory was the age, location, and maintenance history of the roadway, council districts, curb shoulder and pavement types and street functional classifications.

Performance Indicators

All of this data was 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 SuperPMA computer program. The analytical routines unique to the SuperPMA 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.

Street Maintenance Services is continuing to develop a ten-year rehabilitation cycle that will include every street in the City of Sacramento. This cycle is important to provide a gauge to determine if funding is keeping up with or falling behind the goal of providing maintenance at the most cost-effective point.

SUMMARY

The projects listed on the following tables are designed to give information on streets in the City that are scheduled for rehabilitation and maintenance work in the next few years but are subject to budget constraints. Additional information provided includes the council district, and approximate size in square yards for each project.

There are 2,935 lane miles of paved roadway within the City of Sacramento, which equates to approximately 26 million square yards. Since 1996 the City has used the ITX / Stanley Super Pavement Management Application (PMA), one of the most powerful systems of its kind in the country, to assess, evaluate, and recommend our most cost effective street maintenance strategies. The system was originally designed using a national pavement deterioration model or curves for forecasting needs, which reflected maintenance needs for every street about every 12 years. In 1996 the entire City street system was inventoried, assessed, and that data was plotted. In 1999 and in 2002 the inventory and assessment was conducted again and the data plotted. The new data helped establish pavement deterioration rate curves specific to Sacramento. Our PMA now reflects Sacramento specific pavement deterioration curves. These curves show that the most cost-effective maintenance would require some level of maintenance every seven to ten years instead of every 12 years as originally indicated.

We currently have a ten-year street maintenance plan that addresses approximately 2.6 million square yards of paved roadway annually. However there are areas of the city not included in this plan where maintenance was deferred for several years because of 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 a ten-year street maintenance plan, without addressing these backlog streets, is approximately \$10 million.

Funding for this level of maintenance is problematic. Funding for a seven-year maintenance cycle is not currently realistic. We believe that the first step in enhancing our street infrastructure to begin to meet our City Council's goals is to have a ten-year plan that addresses all city streets. Additional fund sources need to be identified. AB2928 is a new funding source that is being used to address these backlog streets. However this funding was recently suspended by the Governor and not expected to be available in the near future.

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.

YEARS 2004 AND 2005
RECOMMENDED NON-RESIDENTIAL STREET RESURFACING

TABLE B-1

Planned Year	Council District	STREET NAME	LIMITS	LENGTH	Square Yards
2004	1 & 4	5th Street	(L St to P St) & (V St to Broadway)	5494	17,496
2004	1	9th Street	K Street to L Street	419	2,100
2004	2	Grove Ave	El Monte to El Camino	1394	3,960
2004	3	16th Street	C Street to J Street	2947	15,062
2004	4	S Land Park Dr	35th Ave to Moss Dr	6716	25,975
2004	5	Sutterville Rd	US99 to 24th St	1876	11,115
2004	6	Elder Creek Rd	Florin Perkins Rd to S. Watt	5852	29,348
2004	7	Franklin Blvd	Cosumnes River to Mack Rd	9060	28,646
2004	8	Meadowview Rd	24th Street to Detroit Blvd	3408	22,720
2004	1	Jibboom St	East side of I-5 to Viaduct	3270	6,000
2004	3	Munroe St	City limits to American River Dr	1384	9,226
2004	6	48th Street	V Street to US 50	1136	4,658
2004	3	Marconi Ave	Marconi Cir to 250' E/O CCF Ramp	1095	5,500

2005	1 & 4	3rd Street	I Street to T Street	5495	24,020
2005	2	Raley Blvd	I-80 to Ascot Ave	6533	20,530
2005	3	Challenge Way	Arden Way to Exposition	1621	10,806
2005	4	Seamas Ave	Riverside Bl to Delcliff / Danac	2547	13,584
2005	5 & 6	Fruitridge Rd	Stockton Blvd to 65th St	5677	31,480
2005	7	Rush River Dr	Greenhaven Dr to Northland Dr	3345	22,300
2005	8	Meadowview Rd	Freeport Blvd to 24th Street	8160	47,200
2005	1 & 3	12th Street	F Street to L Street	2522	12,609
2005	2	North Ave	Pinnell St to Winters St	2500	6,651
2005	2	Norwood Ave	Harris Ave to I - 80	1532	10,994
2005	3	J Street	Alhambra to 41 st St	3983	20,357
2005	1	Del Paso Rd	I-5 NB Ramp to Truxel Rd	4940	55,137
2005	1 & 4	5th Street	P Street to V Street	2550	12,600

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

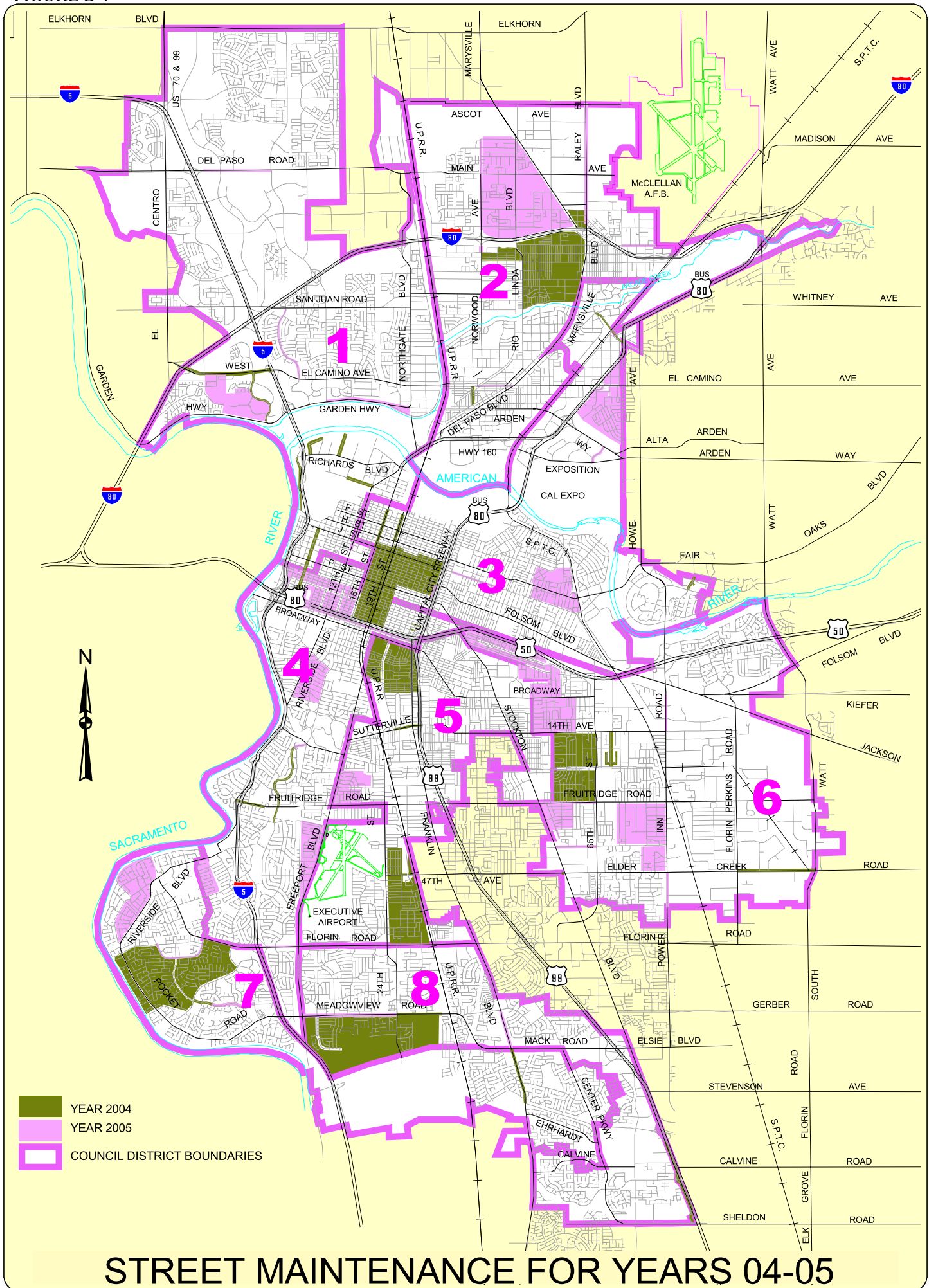
YEARS 2004 AND 2005 RECOMMENDED RESIDENTIAL STREET SEALS

TABLE B-2

Recommended Year	Council District	STREET NAME	AREA (SY)
2004	5	Residential area bounded by : Broadway to the North,SR99 to the East, Donner Wy and Portola way to the South,21st Street to the West.	190,717
2004	2	Residential area bounded by : I-80 to the north, Marysville Blvd to the east, Arcade Creek to the south, and Rio Linda Blvd to the west	300,707
2004	5	Residential area bounded by : Encinal Ave to the north, City Limits to the east, Florin Rd to the south, and 24th St to the west	163,710
2004	6	Residential area bounded by : 14th Ave to the North, 65th St Expresswy to the East, Fruitridge to the South, 58th ST to the West.	189,950
2004	7	Residential area bounded by : Rivergate Way / Gloria Dr / Florin Rd to the north, Greenhaven Dr / Windbridge Dr to the east, River Village Dr to the south, and Sacramento River to the west.	297,197
2004	8	Residential area bounded by : Meadowview Rd to the north, Teekay Way / Laramore Way to the east, District Boundary to the south, and Freeport Blvd I-5 to the west.	191,983
Total Area			1,334,264
2005	1	Residential area bounded by : W El Camino Ave to the north, Gateway Oaks Dr to the east, Garden Highway to the south, and Orchard Ln / River Plaza Dr to the west.	25,620
2005	2	Residential area bounded by : Claire Ave to the north, Marysville Bl to the east, I-80 to the south, and Norwood Ave to the west	188,126
2005	3	Residential area bounded by : D St / C St to the north, Elvas Ave to the east, J St to the south, and 47th St / 46th St to the west	91,124
2005	3	Residential area bounded by : Capital City Freeway to the northwest, Ethan Way to the east, and Arden Way to the southwest	121,902
2005	4	Residential area bounded by : 35th Ave to the north, Freeport Bl to the east, Belleauwood Ln to the west	65,625
2005	4	Residential area bounded by : Vallejo Way to the north, Land Park Dr to the east, 11th Ave to the south, and Riverside Bl to the west	56,992
2005	5	Residential area bounded by : Shielah Way to the north, Carmen way to the east, Fruitridge Rd to the south, and Freeport Bl to the west	47,877
2005	5/6	Residential area bounded by : Fairgrounds Dr / T St to the north, 59th St / 62nd St to the east, 14th Ave to the south, and 53rd St to the west	119,242
2005	6	Residential area bounded by : US 50 to the north, 57th St to the east, V St to the south, and Stockton Bl to the west	31,354
2005	5,6	Residential area bounded by : V St to the north, 57th St to the east, 2nd Ave to the south, and 49th St to the west	20,634
2005	6	Residential area bounded by : Fruitridge Road to the north, Power Inn Rd to the east, Lemon Hill Ave / Elder Creek Rd to the south, and Logan St / 71st St to the west.	112,207
2005	6	Residential area bounded by : Fruitridge Road to the north, 61st St to the east, McMahon Dr to the south, and Stockton Bl to the west	60,384
2005	7	Residential area bounded by : Surfside Way / North Point Way to the north, Riverside Blvd to the east, Pocket Rd / Surfside Way to the southwest	121,093
2005	8	Residential area bounded by : Florin Road to the north, Franklin Blvd to the east, Brookfield Dr to the south, and Bentley Ave and Sparrowwood Way to the west.	149,680
Total Area			1,211,860

This list represents the proposed streets for residential seals and are subject to change based upon conflicts and funding.

FIGURE B-1



STREET MAINTENANCE FOR YEARS 04-05

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.

GOAL AND POLICY

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

Goal:

Maintain the quality of the City's street system.

Policy:

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

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, Alternate Modes, 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:

$$\frac{\text{ADT} \times \text{Length}}{\text{City Cost}^*} = \text{Cost Effectiveness}$$
$$\frac{\text{Cost Effectiveness of Project}}{\text{Highest Cost Effectiveness of Projects Considered}} \times 50 \text{ points} = \underline{\hspace{2cm}}$$

2. Alternate Modes (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)

- Is the project within the Economic Development Strategy?:
 - Does the project fall within one of the nineteen (19) Neighborhood Commercial Revitalization Area?
 - 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. This document defines infill in four categories:

(Maximum Points 10)

- Target Residential Area _____ Yes (10 points) _____ No (0 points)
 - Central City Area _____ Yes (10 points) _____ No (0 points)
 - Neighborhood Commercial Revitalization Area _____ Yes (5 points)
_____ No (0 points)
 - Transit Station Area _____ Yes (10 points) _____ No (0 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 top ranked 27 projects are depicted in Figure C-1

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

- 29th Street from N Street to P Street.
- 37th Street from S Street to T Street.
- Youngs Avenue from Raley Boulevard to the west end.
- Yale Street from 10th Street to Riverside Boulevard.
- Katherine Avenue from Marysville Boulevard to Raley Boulevard.
- Penrose Street from Jessie Avenue to Youngs Avenue.
- Jessie Avenue from Marysville Boulevard to Penrose Street.

There were six projects deleted from this year's Street Reconstruction list that were in the previous list. These projects and reasons for their deletion are as follows:

- Raley Boulevard from Santa Ana to Ascot. Ultimate reconstruction of this segment will require constructing a new bridge, which is beyond typical street reconstruction. The project will remain in the Major Street Section.
- Academy Way from approximately Kathleen to 3109 Academy Way. This section of roadway was resurfaced and does not require pavement reconstruction.
- Academy Way from Juliesse Avenue to RT Maintenance Yard. This section of roadway was resurfaced and does not require pavement reconstruction.
- Carroll Avenue between Paseo Nuevo Road and Altos Avenue. This section of roadway was resurfaced and does not require pavement reconstruction.

The project on North 7th Street from North B Street to the North End was redefined as North 7th Street from Richards Boulevard to the North End. The segment between North B Street and Richards Boulevard was recently reconstructed.

TABLE C-1

YEAR 2004 - STREET RECONSTRUCTION

2004 RANK	2002 ⁽¹⁾ RANK	COUNCIL DISTRICT	PROJECT	LIMITS	PLANNING LEVEL PROJECT COST	COST EFFECT POINTS	ALT MODES POINTS	ECON DEVEL POINTS	INFILL POINTS	STREET RECONSTRUCT TOTAL POINTS
Maximum Point in Scoring Category:						50	20	15	15	100
1	New	3	29th St	N St to P St	\$1,100,000	48.6	10	0	15	73.6
2	2	4	South Land Park Dr	Sutterville Rd to Moss Dr	\$1,060,000	50.0	20	0	0	70.0
3	4	1	N B St	City Water TP to North 10th	\$3,090,000	28.5	10	10	15	63.5
4	5	1	N 10th St & Turn Lane to Richards Blvd	North B to N/End	\$4,030,000	10.7	10	15	15	50.7
5	3	1	N 7th St	Richards Blvd. St to N/End	\$1,720,000	13.2	10	15	10	48.2
6	6	1	Bannon St	Bercut Dr to North B St	\$2,360,000	11.2	10	15	10	46.2
7	11	1	McCormack St E/B	North 16th St to Ahern St	\$600,000	5.4	10	15	15	45.4
8	12	3 & 4	R St	10th to 19th	\$2,970,000	8.2	10	10	15	43.2
9	7	1	Ahern St	N 12th St to N C St	\$660,000	13.0	0	15	15	43.0
10	15	6	El Paraiso Ave	City Limit to Stockton Blvd	\$740,000	19.0	0	5	15	39.0
11	14	4	Broadway	Marina View to Front Street	\$1,150,000	11.1	0	10	15	36.1
12	13	1	N 14th St	North A St to North B St	\$390,000	2.5	0	15	15	32.5
13	40	3	Eldridge Ave	Del Paso to Academy Wy	\$1,320,000	4.0	0	10	15	29.0
14	New	6	37th St	S St to T St	\$300,000	13.7	0	0	15	28.7
15	20	3	Kathleen Ave	Del Paso Blvd to Academy	\$1,660,000	2.5	0	10	15	27.5
16	32	4	Yale St	21st St to 20th St	\$220,000	10.9	0	0	15	25.9
17	71	1	W. Silver Eagle Rd	Northgate Blvd to E End	\$1,290,000	10.4	0	0	15	25.4
18	21	2	Taft St	Helena Ave to Del Paso Blvd	\$710,000	8.7	0	0	15	23.7
19	19	2	Ascot Ave EB	Dry Creek to Raley	\$2,290,000	8.1	10	0	5	23.1
20	24	4	U St	20th St to 21st St	\$260,000	7.6	0	0	15	22.6
21	22	2	MacArthur St	Raley Blvd to Wainwright St	\$1,300,000	17.1	0	0	5	22.1
22	New	2	Youngs Ave	Raley Blvd to west end	\$1,010,000	6.2	0	0	15	21.2
23	18	3	Silica Ave	Princeton St to Harvard St	\$1,230,000	15.3	0	0	5	20.3
24	New	4	Yale Street	10th St to Riverside Blvd	\$350,000	3.9	0	0	15	18.9
25	28	2	Jean Ave	Dry Creek to west end (1048 Jean)	\$480,000	3.8	0	0	15	18.8
26	27	2	Doolittle St	Marysville Blvd to East End	\$440,000	3.4	0	0	15	18.4
27	43	2	Balsam St	Bell Ave to Jessie Ave	\$1,130,000	2.9	0	0	15	17.9
28	25	3	Crosby Wy	2540 Crosby to Helena Ave	\$1,460,000	2.5	0	0	15	17.5
29	45	3	Naomi Wy	Marconi Cr to Connie Dr	\$370,000	2.3	0	0	15	17.3
30	26	3	Craigmont St	Kenwood to Del Paso Blvd	\$550,000	2.1	0	0	15	17.1
31	New	2	Katherine Ave	Marysville Blvd to Raley Blvd	\$1,250,000	2.0	0	0	15	17.0
32	30	3	B St	28th St to 29th St	\$350,000	1.5	0	0	15	16.5
32	29	2	Ascot Ave EB	1152 Ascot Ave to Dry Creek Rd	\$270,000	1.5	10	0	5	16.5
34	New	2	Penrose St	Jessie Avenue to Youngs Avenue	\$420,000	1.0	0	0	15	16.0
35	New	2	Jessie Ave	Marysville Blvd to Penrose St	\$400,000	0.8	0	0	15	15.8
36	35	2	Emmons St	Magpie Drain Canal to N End	\$240,000	10.0	0	0	5	15.0
37	73	4	Casilada Way	Karbet Wy to Elmer Wy	\$190,000	14.8	0	0	0	14.8
38	39	2	Doolittle St	Magpie Drain Canal to N End	\$320,000	9.1	0	0	5	14.1
39	23	2	Lampasas Ave	Fairfield St to Altos Ave	\$120,000	8.9	0	0	5	13.9
40	16	2	Sully St	Pinedale Ave to Claire Ave	\$600,000	2.8	10	0	0	12.8
41	72	2	Ascot Ave EB	Raley to McClellan AFB	\$3,430,000	7.4	0	0	5	12.4
42	17	2	Claire Ave	W/End to Rio Linda Blvd	\$1,230,000	2.1	10	0	0	12.1
42	34	3	Manning St	Harvard St to Silica Ave	\$780,000	7.1	0	0	5	12.1
44	42	3	Douglas St	Los Robles to Albany Wy	\$680,000	6.6	0	0	5	11.6

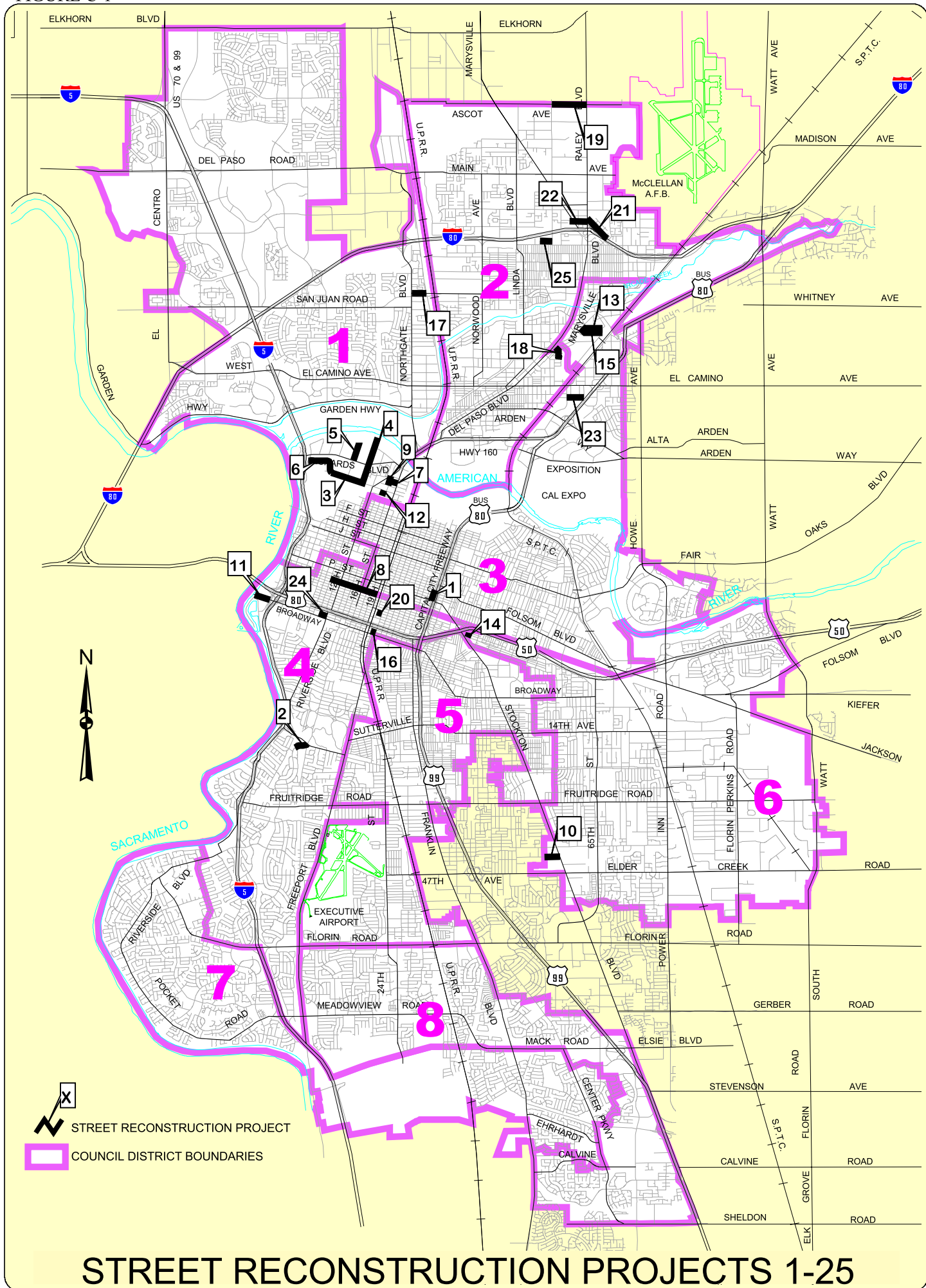
TABLE C-1

YEAR 2004 - STREET RECONSTRUCTION

2004 RANK	2002 ⁽¹⁾ RANK	COUNCIL DISTRICT	PROJECT	LIMITS	PLANNING LEVEL PROJECT COST	COST EFFECT POINTS	ALT MODES POINTS	ECON DEVEL POINTS	INFILL POINTS	STREET RECONSTRUCT TOTAL POINTS
Maximum Point in Scoring Category:						50	20	15	15	100
45	37	3	Albany Wy	Los Robles to Del Paso Blvd	\$890,000	5.9	0	0	5	10.9
46	33	3	Mahogany St	Albany Wy to South Ave	\$590,000	5.5	0	0	5	10.5
47	36	2	Astoria St	North Ave to Bell Ave	\$3,040,000	5.1	0	0	5	10.1
48	40	2	Buckley Wy	Wainwright St to North Ave	\$350,000	5.0	0	0	5	10.0
49	38	2	Ripley St	S End/ I-80 to Harris Ave	\$100,000	4.6	0	0	5	9.6
50	44	2	Wainwright St	North Ave to Buckley Way	\$260,000	4.3	0	0	5	9.3
51	48	2	Kelley Ct	Doolittle Street to West End	\$190,000	3.1	0	0	5	8.1
52	74	2	Pinedale Ave	Dry Creek Rd to Marysville	\$1,800,000	2.9	0	0	5	7.9
53	69	2	Neal Rd	Dry Creek Rd to west end (1025 Neal Rd)	\$920,000	2.8	0	0	5	7.8
54	49	2	Clinger Ct	MacArthur St to South End	\$120,000	2.7	0	0	5	7.7
55	46	1	Barros Dr	Sorrento Rd to E End	\$1,870,000	2.4	0	0	5	7.4
55	47	1	Kenmar Rd	Sotnip Rd to Barros Dr	\$2,260,000	2.4	0	0	5	7.4
57	51	2	Chennault Ct	MacArthur St to North End	\$190,000	2.3	0	0	5	7.3
57	53	2	Lombard Ct	MacArthur St to South End	\$120,000	2.3	0	0	5	7.3
59	54	2	Bright Ct	MacArthur St to South End	\$130,000	2.1	0	0	5	7.1
59	55	2	DeWitt Ct	Wainwright St to West End	\$210,000	2.1	0	0	5	7.1
61	57	2	Nimitz St	Maggie Drain Canal to W End	\$830,000	2.0	0	0	5	7.0
62	50	3	Verano St	Del Paso Blvd to Douglas St	\$1,890,000	1.9	0	0	5	6.9
62	31	2	Goss Ct	Doolittle St to East End	\$190,000	1.9	0	0	5	6.9
64	60	2	Clark Ct	North Avenue to West End	\$170,000	1.6	0	0	5	6.6
64	61	2	Anderson Ct (west)	Wainwright St to West End	\$190,000	1.6	0	0	5	6.6
66	63	2	Hills Ct	Doolittle St to East End	\$90,000	1.5	0	0	5	6.5
66	51	3	Frienza Ave	Albatross Wy to Connie Dr	\$580,000	1.5	0	0	5	6.5
66	70	2	Vinci Ave	W End to Dry Creek Rd	\$1,320,000	1.5	0	0	5	6.5
69	64	2	Wainwright Ct	MacArthur St to North End	\$160,000	1.4	0	0	5	6.4
70	55	2	Harris Ave	Astoria St to E End	\$1,170,000	1.3	0	0	5	6.3
71	58	1	Carey Rd	Barros Dr to Del Paso Rd	\$2,260,000	1.2	0	0	5	6.2
71	58	2	Barbara St	Rene Ave to N End	\$690,000	1.2	0	0	5	6.2
73	66	2	Calhoun Ct	MacArthur St to South End	\$150,000	1.1	0	0	5	6.1
73	62	3	Glenrose Ave	Albatross Wy to Connie Dr	\$370,000	1.1	0	0	5	6.1
75	65	2	Mogan Ave	North Ave to Winters St	\$860,000	0.8	0	0	5	5.8
75	67	2	Anderson Ct (east)	Wainwright St to East End	\$100,000	0.8	0	0	5	5.8
77	68	2	Stillwell Ct	MacArthur St to North End	\$160,000	0.5	0	0	5	5.5
TOTAL					\$70,740,000					

(1) "New" Indicates new project added this year.

FIGURE C-1



STREET RECONSTRUCTION PROJECTS 1-25

TRAFFIC SIGNALS PROGRAM

INTRODUCTION

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

GOALS AND POLICIES

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

Goals:

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

Policy:

- Install traffic signals, when appropriate, to improve safety and increase the efficiency of intersections within the City.

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

Policy:

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

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

Policy:

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

4. Increase the capacity of the transportation system.

Policy:

- Support programs that improve traffic flow.

PROJECT LIST DEVELOPMENT

Eligibility Criteria

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

Phase I

In Phase I, the following data are collected for any location which has been suggested as a candidate 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. Peak hour (am and pm) traffic volumes by manual count for the turning and through movements are typically obtained.

Pedestrian/Bicycle: As part of the peak hour vehicular movement counts, pedestrian and bicycle data are collected. If the pedestrian and bicycle peak hour differs from the vehicular peak hour, a separate manual count is conducted.

Existing Controls: The current type of control (i.e., two-way stop, an all-way stop, etc.) is recorded.

The above data is collected to screen eligible projects. In addition, information on topographic/geometric features, land use, and visibility is also collected and considered when making recommendations on eligible traffic signal locations.

Phase II

In Phase II, the information from Phase I is used to determine which locations meet one or more of the following eleven Caltrans traffic signal warrants:

Warrant-1
Minimum
Vehicle Volume

This warrant is satisfied when the volume of intersecting traffic (from the minor street as compared to the total traffic) is the principal reason for consideration of a traffic signal. For most urban locations, a minimum of 600 vehicles per hour for the heaviest eight hours must approach the intersection from the major street, and for the same 8-hour period a minimum of 200 vehicles per hour must approach the intersection from the minor street.

Warrant-2
Interruption of
Continuous Traffic

This warrant is satisfied when the traffic volume on the major street impacts the minor street by creating a hazard for traffic entering the major street. For most urban locations, a minimum of 900 vehicles per hour for the heaviest eight hours must approach the intersection from the major street, and for the same eight-hour period a minimum of 100 vehicles per hour must approach the intersection from the minor street.

Warrant-3
Minimum
Pedestrian
Volume

This warrant is satisfied when there is a minimum of 100 pedestrians per hour for four hours or a minimum of 190 pedestrians in one hour crossing the major street at regular or mid-block locations. Acceptable gaps in traffic and the distance to nearby signals are factors that are also considered in determining whether or not a signal is appropriate.

Warrant-4
School Areas

This warrant is satisfied when there is a minimum of 100 pedestrians per hour for two hours and a minimum of 500 vehicles per hour for the same two hours in the vicinity of a school. It may also be appropriate where it is necessary to extend or create adequate crossing gaps in the flow of traffic on roadways in suggested school route areas.

Warrant-5
Progressive
Movement

This warrant is satisfied when the distance to the nearest signalized intersection is greater than 1,000 feet, and progressive movement control requires the installation of a traffic signal where one would not otherwise be warranted. The signal will provide proper vehicle platooning and speed control. Factors considered include whether or not the streets are one-way or two-way, the operation of adjacent signals, and travel speeds.

Warrant-6
Collision Experience

This warrant is satisfied when five or more collisions in a year, correctable by traffic signal control, are reported, and other less restrictive remedies have failed to reduce the number of collisions; where the traffic volumes of warrants one and two are 80% fulfilled; and where such a signal would not seriously disrupt progressive traffic flow.

Warrant-7
Systems
Warrant

A traffic signal installation may be warranted to encourage concentration and organization of traffic flow networks where there are two major routes meeting specific volume and functional characteristics. This warrant is satisfied when there is a minimum of 1000 vehicles during any one hour of the day and both streets meet a requirement of being a major route through the City.

<u>Warrant-8</u> Combination of Warrants	This warrant is satisfied when warrants one and two are satisfied to the extent of 80% or more of the stated numerical values.
<u>Warrant-9</u> Four Hour Warrant	This warrant is satisfied for most urban areas when for four or more hours, the minor street approach volumes exceed 200 vehicles per hour and the major street approach volume exceeds 800 vehicles per hour during the same four hours.
<u>Warrant-10</u> Peak Hour Delay	This warrant is satisfied when the minor street approach volume is at least 150 vehicles and the total volume of intersection approaches are 800 vehicles per hour. The number of lanes and the type of geometric configuration (4-legged or “T” intersection) is also considered in determining whether or not minor street traffic suffers delay during the peak hour.
<u>Warrant-11</u> Peak Hour Volume	This warrant is satisfied for most urban areas when the minor street approach volume exceeds 200 vehicles in an hour and the major street approach volume exceeds 1,250 vehicles for the same hour. It is somewhat similar to warrant nine (four hour volumes), and recognizes minor streets that suffer delay in entering or crossing major streets.

Project Identification

Each year, the City evaluates approximately 20 new locations for traffic signals. New locations are added to the list through traffic investigations, collision analysis, resident requests, development projects, Councilmember requests, etc. For existing traffic signal priority list locations, new data is gathered and the location is re-evaluated approximately every four years.

The installation of a traffic signal needs to be carefully evaluated because unwarranted installation may cause an increase in the number of certain types of collisions, such as rear end collisions. When a signal warrant is met, it indicates that the potential for increased congestion or an increase in collisions attributed to a traffic signal is less than for existing conditions (without a signal).

PROJECT RANKING PROCESS

Phase III

Once a location is determined eligible for a traffic signal by meeting one or more of the Caltrans warrants, the following criteria are applied to rank the eligible locations (there is no maximum score):

1. Collisions (Max Points: No limit)

Points are assigned for each reported collision that occurred at the intersection during the previous three years that was susceptible to correction by signalization, as follows:

<u>Type of Collision</u>	<u>Points Per Occurrence</u>
Fatal	48
Injury	24
Property Damage Only	12

The total points for the previous three years are divided by three to determine a yearly average that is then assigned to the proposed signal location.

2. Pedestrians/Bicycles (Max. Points: 30)

A maximum of ten pedestrian points are assigned for each of the following:

(A) Pedestrians (General) (Max. Points: 10)

Points are assigned based on the number of pedestrians crossing the higher volume street during the four highest traffic hours, as presented below:

<u>Pedestrians</u>	<u>Points</u>	<u>Pedestrians</u>	<u>Points</u>
≥ 100	10	40-49	4
90-99	9	30-39	3
80-89	8	20-29	2
70-79	7	10-19	1
60-69	6	0- 9	0
50-59	5		

(B) Pedestrians (Schools) (Max. Points: 10)

If the school warrant (Caltrans School Warrant #4) is met, 10 points are assigned.

(C) Bicycles (Max. Points: 10)

If the location is identified in the City/County Bikeway Master Plan, 10 points are assigned.

3. 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:

MAIN STREET ADT

SIDE STREET ADT	<2,000	2,001-5,000	5,001-10,000	10,001-15,000	15,001-20,000	>20,000
<2,000	0	1	2	3	4	5
2,001-5,000	1	2	3	4	5	6
5,001-10,000	2	3	4	5	6	7
10,001-15,000	3	4	5	6	7	8
15,001-20,000	4	5	6	7	8	9
>20,000	5	6	7	8	9	10

4. 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:

SIDE STREET PEAK HOUR VOLUME

MAIN STREET PEAK HOUR VOLUME	<100	101-200	201-300	301-400	>400
<400	0	0	1	2	3
401-600	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

5. Speed

(Max. Points: 5)

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

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

6. Special Conditions

(Max. Points: 5)

Points are added based on special conditions related to the benefits or drawbacks of signalizing an intersection as determined by the City Traffic Engineer. Although the sum of the three categories below may total more than five points for a candidate location, no more than five points are assigned.

(A) Activity Centers

(Max. Points: 3)

One point is assigned for each of the following activity centers that generate pedestrian or emergency vehicle traffic and are within 1,000 feet of the candidate traffic signal location:

- School
- Park
- Library
- Employment
- Stadium
- Arena
- Senior Center
- Commercial Center
- Fire Station
- Rail Line
- Hospital
- High Density Residential

(B) Rail Crossing

(Max. Points: 2)

Up to two points may be assigned if a rail crossing that would benefit from adjacent traffic signal pre-empt operation is within 1,000 feet.

(C) Other Safety Concerns

(Max. Points: 2)

Two points are assigned when restricted sight distance is a concern, or there is a favorable condition for signal coordination.

SUMMARY

Table D-1 presents the final point total and ranking of the traffic signal projects. Figure D-1 shows the approximate locations of the projects.

A total of thirty-two projects were added to this year's list.

The following projects were deleted:

- 24th/Irvin Way/26th Avenue. This project is substantially complete.
- Ethan Way/Hurley Way. This project is complete.
- West El Camino Avenue/Northview Drive. This project is funded.
- Gateway Oaks Drive/River Plaza. This project was removed because it is too close to the Garden Highway signal (approx 532 feet).

TABLE D-1

YEAR 2004 - TRAFFIC SIGNALS

2004 Rank	2002* Rank	Council District	Main Street	Side Street	Notes	Collisions Score	Ped/Bike Score	ADT Score	Peak Hour Traffic Score	Speed Score	Special Conditions Score	Total Score
Maximum Points in Scoring Category:						No Max.	30	10	10	5	5	
1	New	3	K Street	26th Street		88	0	5	5	1	3	102
2	16	1	San Juan Road	Azevedo Drive	1	68	10	3	4	4	0	89
3	11	8	Florin Road	Luther Drive (south leg)	2	64	5	6	7	4	2	88
4	25	2	Rio Linda Boulevard	Main Avenue	3	60	6	3	4	4	1	78
5	17	6	65th St Expressway	4th Avenue	4	52	7	5	7	4	0	75
6	12	6	Power Inn Road	Alpine Avenue		48	7	6	8	4	0	73
7	18	8	Bruceville Road	Wyndham Way	4	48	11	4	4	4	1	72
7	19	6	Fruitridge Road	Bradford Dr/Wilkinson St		48	10	4	6	4	0	72
7	2	6	Power Inn Road	Belvedere Avenue	5	44	11	6	7	4	0	72
10	7	1	Northgate Boulevard	Sotano Drive/Wisconsin Avenue		44	10	6	7	4	0	71
11	New	3	H Street	13th Street		52	7	3	6	2	0	70
11	13	7	Center Parkway	Bamford Drive		44	15	3	3	4	1	70
13	20	7	Riverside Boulevard	Park Riviera Drive (south leg)		44	11	4	5	4	0	68
13	New	5	24th Street	53rd Avenue		40	10	5	6	4	3	68
15	23	6	Stockton Boulevard	Dias Avenue		44	7	5	6	4	0	66
16	26	4	W Street	6th Street		44	7	3	7	3	1	65
17	38	7	Center Parkway	Arroyo Vista Drive		48	5	3	3	4	1	64
17	New	2	Rio Linda Boulevard	Jessie Avenue		48	5	3	4	4	0	64
19	21	2	El Camino Avenue	Boxwood Street		40	7	6	7	3	0	63
20	35	8	Bruceville Road	Alpine Frost/Timberlake Way	4	44	5	4	5	4	0	62
20	34	2	Rio Linda Boulevard	Lampasas Avenue		44	5	5	5	3	0	62
22	New	7	Mack Road	Summersdale Drive		44	0	6	7	4	0	61
23	New	5	34th Street	Y Street		32	18	2	2	2	3	59
24	New	2	El Camino Avenue	Colfax Street		48	0	4	4	2	0	58
24	27	3	P Street	24th Street		36	11	4	4	2	1	58
26	New	4	Freeport Boulevard	Belleau Wood Ln/Bing Maloney Driveway		36	5	4	5	5	0	55
26	4	8	Center Parkway	Tangerine Avenue		24	17	3	5	3	3	55
28	3	3	Capitol Avenue	24th Street		28	14	4	4	2	0	52
28	24	2	Norwood Avenue	Fairbanks Avenue		28	12	4	5	3	0	52
30	8	6	Fruitridge Road	South Watt Avenue		20	10	7	10	4	0	51
31	New	4	Freeport Boulevard	Claudia Drive		24	11	5	6	4	0	50
31	15	5	24th Street	Hogan Drive/48th Avenue		20	15	5	6	4	0	50
33	New	6	Florin Perkins Road	24th Avenue		28	5	5	6	4	1	49
34	28	5	Fruitridge Road	58th Street		24	7	5	7	4	0	47
35	43	2	Norwood Avenue	Ford Road		28	7	4	4	3	0	46
35	14	7	Valley Hi Drive	Wyndham Drive		16	15	5	7	3	0	46
37	36	2	Rio Linda Boulevard	South Avenue		24	10	3	4	3	1	45
38	New	8	Bruceville Road	Jacinto Avenue		24	5	5	4	4	0	42

TABLE D-1

YEAR 2004 - TRAFFIC SIGNALS

Traffic Signals Program D-10

2004 Rank	2002* Rank	Council District	Main Street	Side Street	Notes	Collisions Score	Ped/Bike Score	ADT Score	Peak Hour Traffic Score	Speed Score	Special Conditions Score	Total Score
			Maximum Points in Scoring Category:			No Max.	30	10	10	5	5	
38	37	1	Q Street	4th Street	6	20	10	3	6	2	1	42
40	39	6	14th Avenue	73rd Street		16	10	3	3	4	1	37
41	44	6	Broadway	53rd Street		16	8	4	5	3	0	36
41	32	1	West El Camino Avenue	Millcreek Drive		12	5	5	7	4	3	36
43	New	5	Franklin Boulevard	Turnbridge Drive		16	1	6	7	4	0	34
43	40	5	Broadway	42nd Street		12	10	4	5	3	0	34
43	9	1	Azevedo Drive	Pebblewood Drive		0	25	2	2	4	1	34
43	10	1	Azevedo Drive	Bannon Creek Drive		0	22	3	2	4	3	34
47	6	4	South Land Park Drive	35th Avenue		8	11	4	6	3	1	33
48	54	1	Northgate Boulevard	Del Paso Boulevard/160 ramp		16	6	3	3	4	0	32
49	41	2	Rio Linda Boulevard	Acacia Avenue		8	12	4	4	3	0	31
49	42	2	Connie Drive	Roseville Road		8	5	5	7	5	1	31
51	New	7	Rush River Drive	Windbridge Drive	1	8	10	4	5	3	0	30
51	22	3	Campus Commons Drive	University Avenue		0	20	3	4	3	0	30
53	New	1	Natomas Boulevard	North Park Drive		8	10	3	4	4	0	29
53	48	1	Truxel Road	Millcreek Dr/Waterwheel Drive		8	7	5	5	4	0	29
53	New	5	47th Avenue	27th Street/Otto Circle	7	4	5	6	8	4	2	29
56	New	7	Pocket Road	East Shore Drive		8	10	3	3	4	0	28
56	51	7	Center Parkway	CRC Driveway		8	5	4	4	4	3	28
58	30	4	Freeport Boulevard	10th Avenue		0	12	4	7	3	1	27
58	31	3	Munroe Street	Latham Drive		0	10	5	8	3	1	27
60	New	2	Bell Avenue	Taylor Street		8	10	2	1	4	1	26
60	55	2	Silver Eagle Road	Mabel Street		8	7	4	4	3	0	26
60	33	4	Greenhaven Drive	Gloria Drive		0	15	3	3	4	1	26
63	New	6	65th Expressway	Jansen Drive		8	0	6	7	4	0	25
64	New	4	Land Park Drive	8th Avenue		16	0	3	3	2	0	24
64	57	6	Business Drive	14th Avenue		8	5	3	4	3	1	24
64	50	2	Norwood Avenue	Lampasas Avenue		4	15	2	0	2	1	24
64	New	8	Bruceville Road	Calvine Road	6	0	10	5	5	4	0	24
68	47	8	Bruceville Road	CRC Driveway	4	0	7	5	7	4	0	23
69	New	8	Bruceville Road	Kaiser Driveway		8	0	4	6	4	0	22
70	New	7	Pocket Road	West Shore Drive	4	8	5	2	2	4	0	21
70	New	2	Rio Linda Boulevard	Ford Road		8	0	5	4	4	0	21
70	49	3	Q Street	24th Street		0	11	3	3	3	1	21
73	52	7	Ehrhardt Avenue	Carlin Avenue		0	15	1	1	2	1	20
73	53	8	Franklin Boulevard	Boyce Drive		0	5	5	6	4	0	20
75	56	4	Riverside Boulevard	2nd Avenue		0	12	2	1	3	1	19
75	New	3	H Street	42nd Street/Mission Way		0	6	4	6	3	0	19
77	New	1	West El Camino Avenue	Erin Drive		4	0	4	6	4	0	18

TABLE D-1

YEAR 2004 - TRAFFIC SIGNALS

2004 Rank	2002* Rank	Council District										
			Main Street	Side Street	Notes	Collisions Score	Ped/Bike Score	ADT Score	Peak Hour Traffic Score	Speed Score	Special Conditions Score	Total Score
Maximum Points in Scoring Category:						No Max.	30	10	10	5	5	
78	New	2	Bell Avenue	Marysville Boulevard		0	7	3	2	4	1	17
78	59	7	Riverside Boulevard	Shoreside Drive		0	5	2	6	4	0	17
80	60	1	West El Camino Avenue	I-80 E/B Ramp		0	5	3	5	3	0	16
80	New	8	Bruceville Road	Damascas Drive	6	0	5	4	3	4	0	16
82	New	2	Rio Linda Boulevard	Arcade Bl		0	0	5	7	3	0	15
83	61	3	H Street	48th Street		0	5	3	4	2	0	14
84	62	2	Marysville Boulevard	Dry Creek Road		0	5	2	2	4	0	13
85	New	8	Jacinto Avenue	Port Haywood Way		0	4	0	0	3	3	10
85	New	2	Rio Linda Boulevard	Carmelita Avenue		0	0	3	4	3	0	10
87	New	3	Del Paso Boulevard	Palo Verde Avenue		0	1	2	0	3	3	9
88	New	4	Land Park Drive	10th Avenue		0	0	2	3	3	0	8

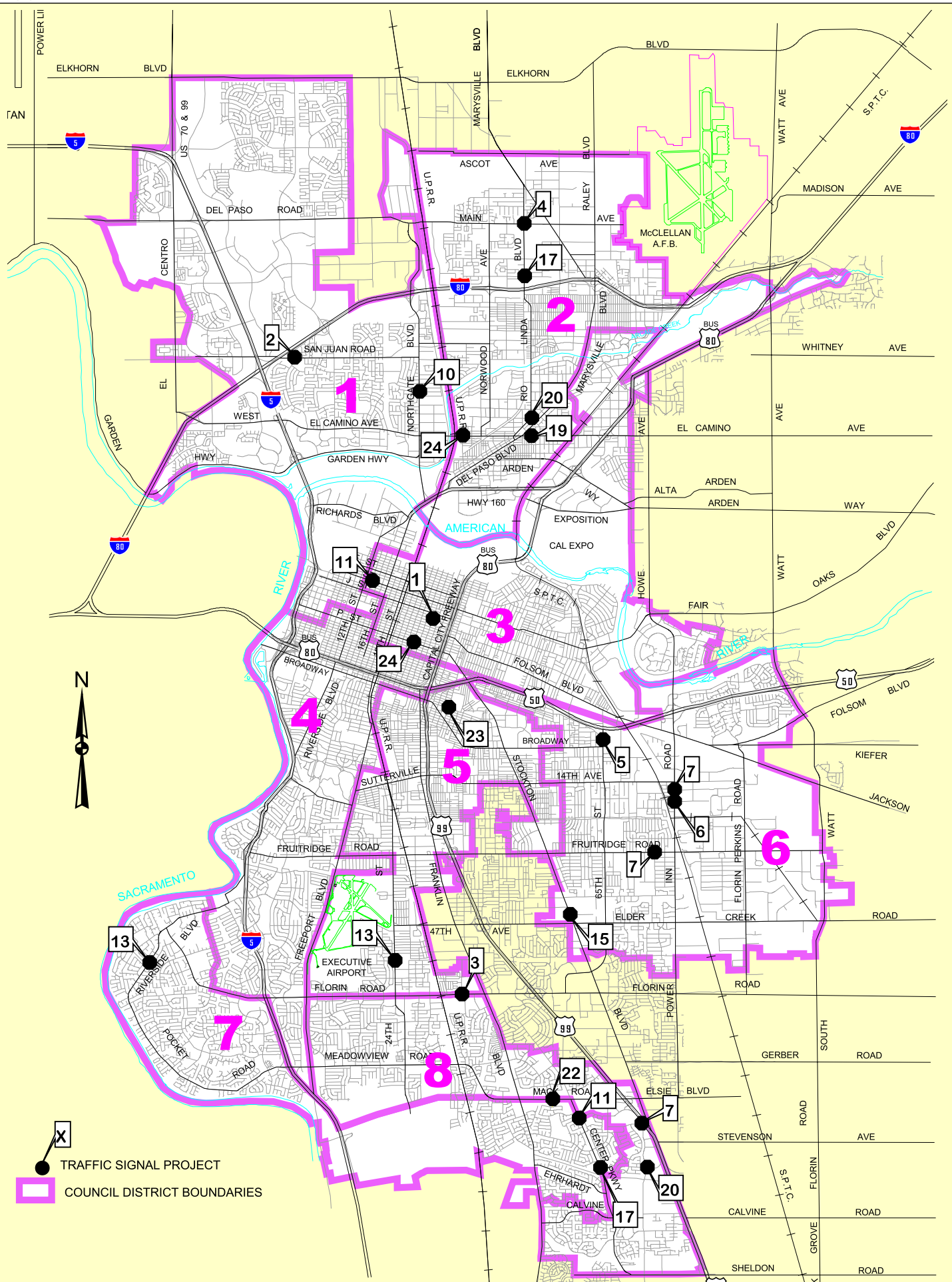
* "New" Indicates new project added this year.

NOTES:

- 1) Roundabout to be installed. Will be removed from the traffic signal priority list (TSPL).
- 2) Recommend for 04/05 CIP.
- 3) All way stop pedestrian flasher to be installed in 2004. Will be removed from TSPL.
- 4) May be constructed with a development project.

- 5) 14th and Power Inn has a signal close to this location. Spillback may occur.
- 6) Planned to be installed Summer of 2005 as part of the Bruceville Rd Widening Project.
- 7) To be installed by Regional Transit.

FIGURE D-1



TRAFFIC SIGNAL PROJECTS 1 - 25

ALTERNATE MODES 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 mode.

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

Class I Bikeways: Bike trails or bike paths are separated from vehicular traffic and are for the exclusive use of bicyclists and pedestrians. Cross traffic by motorists is minimized. Bike trails adjacent to roads are separated by physical space (minimum five feet) or barriers such as fences or dense shrubs.

Class II Bikeways Bike lanes are one-way lanes established within the street for preferential use by bicycles. Bicyclists are required to travel in the same direction as the automobile traffic. Class II bikeways are on-street facilities designated with signs, striped lanes, and pavement legends.

Bike/Pedestrian Bridges Special consideration is given to criteria for bicycle/pedestrian bridges. Within this section of the TPG, the term “bridges” refers to a stand-alone bike and pedestrian overcrossing or undercrossing including associated approaches.

GOALS AND POLICIES

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

Goals:

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

Policies:

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

- Maintain public bikeways in a manner that promotes their use, by developing a continuous repair and maintenance program.
2. Work toward achieving the goal of a Level of Service C on the City's local and major street systems. (City of Sacramento General Plan adopted January 19, 1988, reflects City Council Amendments through September 2000).

Policy:

- Explore alternative transportation modes that will lead to a decrease in vehicular demand of the City's surface street system.
3. Develop and maintain a coordinated approach by City/County and other agencies to implement the plan (2010 Bikeway Master Plan) as funding becomes available or as development occurs. (2010 Bikeway Master Plan)

Policy:

- Integrate efforts of Planning, Recreation, Public Works, and other departments of City and County government and other agencies that are involved in planning, construction or operational elements of the bikeway system.
4. Achieve the highest possible level of safety and security for cyclists. (2010 Bikeway Master Plan)

Policy:

- Provide a network of safe and convenient bikeways.
5. Develop a bikeway system that incorporates aesthetics and the historical characteristics of the Sacramento area. (2010 Bicycle Master Plan)

Policy:

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

PROJECT LIST DEVELOPMENT

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

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

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

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

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

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

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

<u>Activity Center</u>	<u>Points</u>	
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

- Timing will vary depending on the amount and location of development

2. Barrier Elimination

(Max. Points: 15)

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

<u>Distance (miles)</u>	<u>Points</u>
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:	<u>ADT</u>	<u>Points</u>
		>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:	<u>Speed</u>	<u>Points</u>
		≥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:	<u>ADT</u>	<u>Points</u>
		>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:	<u>Speed</u>	<u>Points</u>
		>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)

<u>Land Ownership Factors</u>		<u>Land Modification Factors</u>	
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 modesMax. 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.

<u>Stops Per Miles</u>	<u>Points</u>
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:

<u>Distance (miles)</u>	<u>Points</u>
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)

	<u>Points</u>	
	<u>Yes</u>	<u>No</u>
(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)

- | <u>Activity Center</u> | <u>Points</u> |
|---|-----------------|
| ○ Public Colleges/Universities | 20 per facility |
| ○ Schools/Parks/Libraries/Community Centers | 5 per facility |
| ○ Commercial Center | 5 per facility |
- 5 points are assigned if the project is located in one of the following “infill” areas as defined by the City of Sacramento Infill Strategy adopted on May 14, 2002:
 - Target Residential Areas
 - Central City Areas
 - Commercial Corridors
 - Transit Areas

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

B3. Barrier Elimination

(Max. Points: 40)

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

<u>Distance (miles)</u>	<u>Points</u>
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

City Owned	3
Public (non-City)	2
Private	0

Land Modification Factors

Unused/Vacant Land	2
Relocatable Use	1
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

>10 mph
5-10 mph
<5mph

Points

5
3
0

SUMMARY

On-street

The Alternate Modes – On-street Priority listing is presented in Table E-1. The approximate location of the top ranked 27 projects are depicted in Figure E-1

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

- Bell Avenue East – Bell Avenue between Rio Linda Boulevard and Winters Street
- H Street East – H Street between 55th Street and Camellia Way
- Norwood Avenue – Norwood Avenue between Main Avenue and Grace Avenue
- Bell Avenue West – Bell Avenue between Norwood Avenue and Bollenbacher Avenue.

The following projects were deleted:

- The project on 47th Avenue between 24th Street and the City Limits was deleted. This project is funded.
- The project between Bell Avenue between Bollenbacher Avenue and Winters was redefined because a portion of this project is complete.

Off-street

The Alternate Modes – Off-street Priority listing is presented in Table E-2. The approximate locations of the top ranked 27 projects are depicted in Figure E-2.

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

- Haggin Oaks Golf Course East
- UPRR Tracks, CSUS to Power Inn Road
- UPRR Tracks, Sacramento to Roseville
- Riverfront Master Plan Trails

Bicycle and Pedestrian Bridges

The Alternate Modes – Bike/Pedestrian Bridge Priority listing is presented in Table E-3. The approximate locations of the top ranked 27 projects are depicted in Figure E-3.

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

- Downtown Natomas Airport Joint Use Bridge
- Richard Boulevard Bike/Ped Bridge (from the Riverfront Master Plan)
- Pioneer Bridge (from the Riverfront Master Plan)

- I Street Bridge (from the Riverfront Master Plan)
- R Street/Garden Street Bridge.
- I-80 Bridge east of Truxel Interchange

The R Street at I-5 project was deleted. This project is funded.

TABLE E-1

YEAR 2004 - ALTERNATE MODES - ON-STREET BIKEWAYS

2004 Rank	2002 ⁽¹⁾ Rank	Council District	ON-STREET BIKEWAYS		Activity Centers	Barrier Elim.	Traffic Char.	ROW/ Cost	Link to transp. System	Travel Cont.	Geog. Dist.	Rec Poten.	Total
Maximum Points in Scoring Category:					20	15	15	15	10	10	5	10	100
			Project Description	Miles									
1	8	4,7,8	Freeport Boulevard South: Freeport Blvd. between Meadowview Rd. and City Limits.	1.1	15	15	6	15	4	10	5	6	76
1	New	2	Bell Avenue East: Bell Ave. between Rio Linda Blvd. and Winters.	2.0	20	15	4	11	10	7	5	4	76
3	21	5	Franklin Boulevard: Franklin Blvd. between 2nd Ave. and Fruitridge Rd..	2.1	20	4	9	11	10	7	3	8	72
4	8	2,3	Roseville Road: Roseville Rd. between Auburn Blvd. and City Limits.	1.6	15	15	5	11	8	10	1	6	71
5	13	4	43rd Avenue: 43rd Ave. between Greenhaven Dr. and 14th St.; Blair Ave. between 14th St. and Freeport Blvd..	1.4	20	6	5	15	10	7	2	4	69
6	3	3,6	65th Street: 65th St. between Q St. and 14th Ave.	0.9	20	4	7	15	10	5	4	2	67
7	5	3,6	Redding Avenue: Redding Ave. between 14th Ave. and Folsom Blvd..	1.0	15	4	7	15	8	10	5	2	66
7	8	1	Bannon Creek Drive: Bannon Creek Dr. between Azevedo Dr. and Truxel Rd..	0.4	20	2	9	15	8	7	1	4	66
7	18	4	Freeport Boulevard.: Freeport Blvd. between Vallejo Way and 13th Ave..	0.6	20	4	8	11	10	5	2	6	66
7	16	4	Seamas Avenue: Seamas Ave. between Peidmont and S Land Park Dr..	0.9	20	6	2	15	9	7	1	6	66
7	29	4	South Land Park Drive: S Land Park Dr. between 35th Ave. and Seamas Ave..	0.7	15	6	3	15	9	10	2	6	66
7	11	7,8	Banford Dr./Bruceville Rd.: Banford Dr. between Center Parkway and Valley Hi Dr.; Bruceville Rd. between Valley Hi Dr. and Wyndham Dr..	1.0	20	4	5	15	10	7	1	4	66
13	25	4	S. Land Park Drive: S. Land Park Dr. between Sutterville Rd. and Seamas Ave..	1.4	20	4	2	11	10	10	2	6	65
14	New	3	H Street East: H St. between 55th St. and Camelia Wy.	0.5	20	2	8	15	9	7	1	2	64
15	19	8	Brookfield Drive: Brookfield Dr. between Mack Rd. and Tangerine Ave..	1.0	15	6	6	15	9	7	1	4	63
15	11	1	Pebblewood Drive: Pebblewood Dr. between Azevedo Dr. and Montview Wy.	1.4	15	4	6	15	10	7	2	4	63
17	32	3	Del Paso Boulevard East: Del Paso Blvd. between Arcade Blvd. and Dayton St.	0.7	5	10	4	15	9	10	3	6	62
18	New	2	Norwood Avenue: Norwood Ave. between Main Ave. and Grace Ave..	0.2	15	4	4	15	8	10	3	2	61
19	24	4	V Street: V St. between 8th St. and 18th St..	0.8	20	0	8	15	5	7	1	4	60
19	5	3	McKinley Boulevard: McKinley Blvd. between 33rd St. and Elvas Av..	0.8	20	0	4	15	7	7	1	6	60
19	21	8	Amhearst Street: Amhearst St. between Florin Rd. and Meadowview Rd.	1.1	10	2	6	15	10	10	1	6	60
22	38	4	Havenhurst/56th Avenue: Havenhurst Dr. between Greenhaven Dr. and Greenhaven Dr.; 56th Avenue between Havenhurst Dr. and S. Land Park Dr..	1.0	10	4	9	15	8	7	2	4	59

TABLE E-1

YEAR 2004 - ALTERNATE MODES - ON-STREET BIKEWAYS

2004 Rank	2002 ⁽¹⁾ Rank	Council District	ON-STREET BIKEWAYS		Activity Centers	Barrier Elim.	Traffic Char.	ROW/ Cost	Link to transp. System	Travel Cont.	Geog. Dist.	Rec Poten.	Total
				Maximum Points in Scoring Category:	20	15	15	15	10	10	5	10	100
23	35	1	Capitol Mall: Capitol Mall between Front St. and 10th St..	0.7	20	0	8	11	9	0	1	8	57
23	21	4	Golden Oak/Alma Vista: Golden Oak/AV between S. Land Park Dr. and Pocket Rd.	0.7	10	4	9	15	7	7	1	4	57
23	31	4	Gloria Drive: Gloria Dr. between 43rd Ave. and Greenhaven Dr..	0.7	15	2	4	15	8	10	1	2	57
23	16	1	Venture Oaks Way: Venture Oaks Way between Gateway Oaks Dr. and Gateway Oaks Dr..	0.5	20	0	0	15	7	10	1	4	57
23	5	2	Main Avenue: Main Ave. between Pell Dr. and Rio Linda Blvd..	1.6	5	10	5	15	10	7	3	2	57
28	26	4,7	Pocket/Meadowview Road: Pocket/Meadowview Rd. between Greenhaven Dr. and Freeport Blvd.	0.6	5	6	5	15	8	10	5	2	56
29	13	4	South Land Park Bikeways: 13th St. between 35th Ave. and S. Land Park Dr.; 35th Avenue between S. Land Park Dr. and Freeport Blvd..	1.7	15	2	3	15	9	10	1	0	55
29	27	3	H Street West: H Street between Alhambra Blvd. and 33rd St..	0.2	15	0	8	11	4	10	1	6	55
31	29	1	Shady Arbor Drive: Shady Arbor Dr. between West River Dr. and dead end.	0.3	10	2	10	15	2	10	1	4	54
32	34	8	Center Parkway: Center Parkway between Newport Cove Way and Sheldon Rd..	1.1	5	4	4	15	8	10	1	6	53
32	13	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
34	New	2	Bell Avenue West: Bell Av. between Norwood Ave. and Bollanbacher Ave.	0.6	10	2	10	7	6	10	5	2	52
35	19	2	Grand Avenue: Grand Ave. between Marysville Blvd. and Winters St..	1.0	10	2	3	15	8	7	4	2	51
35	38	4,7	Havenside Drive: Havenside Dr. between Riverside Blvd. and Florin Rd..	0.5	5	2	5	15	8	10	1	4	50
37	35	2,3	Del Paso Boulevard : Del Paso Blvd. between Eleanor Ave. and Arcade Blvd..	1.2	10	2	3	11	8	10	2	4	50
38	2	1	West El Camino Avenue: W. El Camino Blvd. between Gateway Oaks and I-5.	0.4	10	6	6	4	8	10	1	2	47
39	37	7	Pocket Road: Pocket Rd. between Park Riviera Way and Riverside Blvd..	0.8	0	2	1	15	7	10	1	4	40
40	32	2	Grove Avenue: Grove Ave. between Lampasas Ave. and Arden Way.	0.6	5	0	3	4	9	7	1	4	33

(1) "New" Indicates new project added this year.

TABLE E-2

YEAR 2004 - ALTERNATE MODES - OFF-STREET BIKE TRAILS

2004 Rank	2002 ⁽¹⁾ Rank	Council District	OFF-STREET BIKEWAYS	Activity Centers	Barrier Elim.	Traffic Char.	ROW/ Cost	Link to transp. System	Travel Cont.	Geog. Dist.	Rec Poten.	Total	
			Maximum Points in Scoring Category:										20
			Project Description	Miles									
1	3	7,8	South City Limits E/W Bike Trail - Bike trail along the South City Limits from the Freeport Shores Park to Franklin Blvd. Distance of 4.33 miles.	4.3	20	15	15	8	10	7	3	6	84
2	1	1	Ninos Parkway Bike Trail - Bike trail in Ninos Parkway from West El Camino to Rosin Blvd. Distance of 2.09 miles.	2.1	20	4	15	15	10	7	1	6	78
3	1	1,3	Two Rivers Bike Trail - Bike trail along the south levee of the American River from Jibboom St. to Sutter's Landing Park site. Distance of 2.99 miles.	3.0	20	10	15	8	10	7	1	4	75
4	5	4,7,8	Del Rio Bike Trail - Bike trail along the SPRR right-of-way from Sutterville Rd. to the South City limits. Distance of 5.33 miles	5.3	20	2	15	12	10	7	1	6	73
5	4	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	4	72
6	20	1	East Drainage Canal - Bike trail on the east sides of the East Drain Canal from the C1 Canal to Truxel Road. Distance of 0.69 miles.	0.7	20	2	15	8	8	10	5	2	70
6	New	2	Haggin Oaks Golf Course East - Bike trail from Fulton Avenue to Longview Drive.	0.3	15	10	15	7	7	7	5	4	70
8	13	2,3	Arcade Creek Phase II - 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
8	17	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
10	7	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
11	5	5,7,8	UPRR Phase II - Bike trail along the UPRR right-of-way from Sacramento City College to Morrison Creek. Distance of 5.01 miles.	5.0	20	2	15	4	10	7	1	4	63
12	15	1	North Natomas Regional Park Bike Trails - Network of bike trails within the North Natomas Regional Park. Distance of 2 miles.	2.0	5	4	15	15	9	7	1	6	62
12	New	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
14	11	8	Laguna Creek South Trail - Bike trail along the south side of Laguna Creek from the existing bridge eastward to the City limits. Distance of 0.26 miles	0.3	10	4	15	15	2	10	1	4	61
15	9	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
15	17	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
15	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
18	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
18	30	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
20	31	1	Airport Rd. Access Trail - East-west bike trail connecting Airport Rd. trial to Truxel Rd. Distance of 0.58 miles.	0.6	15	0	15	8	9	7	1	2	57

TABLE E-2

YEAR 2004 - ALTERNATE MODES - OFF-STREET BIKE TRAILS

2004 Rank	2002 ⁽¹⁾ Rank	Council District	OFF-STREET BIKEWAYS	Activity Centers	Barrier Elim.	Traffic Char.	ROW/ Cost	Link to transp. System	Travel Cont.	Geog. Dist.	Rec Poten.	Total	
			Maximum Points in Scoring Category:										20
			Project Description	Miles									
21	New	2,3	U.P. Tracks (old SP east/west mainline) - Sacramento to Roseville	5.0	10	0	15	4	8	10	5	4	56
22	20	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
22	New	1	Riverfront Master Plan Trails - Bike trail system upgrades and enhancements between R Street and I Street along the Sacramento River.	2.0	15	0	15	4	4	10	1	6	55
24	14	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
24	22	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
26	17	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
26	9	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
28	26	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
29	24	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
30	11	1	Arena Access Trail - East-west bike trail between East Commerce Way to Del Paso Road overpass. Distance of 0.68 miles.	0.7	5	2	15	8	4	7	3	2	46
30	28	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
32	8	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
32	15	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
32	29	7	Sacramento River Parkway Phase III - Bike trail on the Sacramento River levee from the Pocket Canal to Arabella Way. Distance of 1.44 miles.	1.4	0	2	15	8	5	10	1	4	45
35	24	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

(1) "New" Indicates new project added this year.

TABLE E-3

YEAR 2004 - ALTERNATE MODES - BIKE/PED BRIDGES

2004 RANK	2002 ⁽¹⁾ RANK	Council District	BIKE/PED BRIDGE PROJECTS	POPULATION	ACTIVITY CENTER SCORE	BARRIER ELIM.	CROSSING TYPE	ROW/COST	TRANSP SYSTEM	TRAVEL CONTINUITY	TOTAL
Maximum Points in Scoring Category:				20	20	40	5	5	5	5	100
1	1	3	Sutter Landing Bridge - Provides Bike/Ped. Connection over the American River between the American River Parkway and Sutter Landing Park	12	20	40	5	2	1	5	85
2	2	1	Discovery Park - Provides Bike/Ped. Connection over the American River for an all weather connection between Natomas and downtown (LRT Bridge alignment).	13	10	30	5	4	5	5	72
3	New	1	Downtown Natomas Airport Joint Use Bridge - Provides Bike/Ped over American River in line with Truxel Road.	12	20	10	5	4	3	5	59
4	5	3	Glenn Hall Park Bridge - Provides Bike/Ped. Connection over the American River between the American River Parkway and the Riverpark neighborhood.	12	10	20	5	4	1	5	57
4	4	1	I-80 Bridge(N to S. Natomas) - Provides Bike/Ped. Connection over I-80 at the WAPA Corridor between North & South Natomas.	12	10	20	5	2	5	3	57
6	New	1	Richards Boulevard Bike/Ped Bridge - Provides Bike/Ped over Sacramento River west of Richards Boulevard.	12	15	10	5	4	5	3	54
7	4	6	Bridge at Redding to Folsom - Provides Bike/Ped. Connection under Railroad mainline connecting Redding Avenue to Folsom Boulevard.	11	20	10	5	1	1	5	53
8	6	3	H Street Bridge - Provides Bike/Ped. Path on the north side of the H Street bridge.	12	20	5	5	3	1	5	51
9	9	1	Gateway Park Boulevard at C1 Canal - Provides Bike/Ped. Crossing of C1 Canal at Gateway Park Boulevard in North Natomas.	10	5	20	5	4	1	5	50
10	8	2	Haggin Oaks Crossing - Provides Bike/Ped. Connection over railroad tracks and Arcade Creek connecting north Sacramento to Haggin Oaks Bike Trail.	9	5	20	5	3	3	5	50
10	9	Co.	National Drive at C1 Canal - Provides Bike/Ped. Crossing of C1 Canal at National Drive in North Natomas.	10	5	20	5	4	1	5	50
12	New	4	Pioneer Bridge - Provides Bike/Ped. Connection over Sacramento River by suspending below the Pioneer Bridge (Capitol City Freeway).	12	10	10	5	4	3	5	49
13	7	1	I-80 Bridge(N to S. Natomas) - Provides Bike/Ped. Connection over I-80 at the West Canal between North & South Natomas.	10	10	10	5	5	3	5	48
14	New	1	I Street Bridge - Provides Bike Ped deck at railroad level over Sacramento River.	14	10	5	5	4	5	3	46

TABLE E-3

YEAR 2004 - ALTERNATE MODES - BIKE/PED BRIDGES

2004 RANK	2002 ⁽¹⁾ RANK	Council District	BIKE/PED BRIDGE PROJECTS	POPULATION	ACTIVITY CENTER SCORE	BARRIER ELIM.	CROSSING TYPE	ROW/COST	TRANSP SYSTEM	TRAVEL CONTINUITY	TOTAL
Maximum Points in Scoring Category:				20	20	40	5	5	5	5	100
14	13	1	Northgate Boulevard at C1 Canal - Provides Bike/Ped. Crossing of Northgate Boulevard at the C1 Canal in North Natomas.	10	5	20	3	2	1	5	46
16	12	1	I-5 Bridge in S. Natomas - Provides Bike/Ped. connection over I-5 between West El Camino and Garden Highway.	11	10	10	5	3	1	5	45
16	9	1	I-80 Bridge(N to S. Natomas) - Provides Bike/Ped. connection over I-80 near Bannon Creek between North & South Natomas.	9	5	20	5	0	1	5	45
18	New	4	R Street/Garden Street Bridge - Provides Bike Ped Connection over Sacramento River at R Street.	14	10	5	5	4	3	3	44
19	New	1	I-80 Bridge East of Truxel Interchange - Provides Bike/Ped over I-80 in line with Truxel Road. Potential joint-use with LRT crossing.	10	10	5	5	4	3	5	42
20	16	1	East Drain at Sump 20- Provides Bike/Ped. Connection over East Drain Canal near Sump 20 in North Natomas.	10	5	10	5	2	1	5	38
21	17	1	Del Paso Road at East Drain - Provides Bike/Ped. Connection over Del Paso Road at the East Drain Canal in North Natomas.	8	10	5	3	5	1	5	37
22	17	1	West Canal Crossing at El Centro - Provides Bike/Ped. connection over West Canal at El Centro Road in North Natomas.	7	5	10	5	3	1	5	36
23	15	1	Del Paso at West Canal - Provides Bike/Ped. Crossing of Del Paso Boulevard at the West Canal in North Natomas.	2	0	20	3	4	1	5	35
24	22	1	North Bend Dr. at East Drain Canal - Provides Bike/Ped. Connection over East Drain Canal at North Bend Drive in North Natomas.	6	5	5	5	3	1	5	30
25	24	1	Town Center Pedestrian Bridge - Provides Ped. Connection over Del Paso Boulevard at the Town Center in North Natomas.	7	5	5	3	5	1	3	29
26	20	1	San Juan Crossing at West Canal - Provides Bike/Ped. crossing of San Juan at the West Canal in North Natomas.	9	0	5	2	3	3	5	27
27	19	1	H Drive and East Drain - Provides Bike/Ped. Connection over East Drain Canal in Northpoint Subdivision in North Natomas.	2	0	10	5	3	1	5	26
28	22	1	Saint Hilarion Crossing at West Canal - Provides Bike/Ped. crossing of Saint Hilarion Boulevard in North Natomas.	8	0	5	2	3	1	5	24
29	24	1	El Centro at West Canal - Provides Bike/Ped. crossing of El Centro Road at the West Canal in North Natomas.	6	0	5	2	4	1	5	23

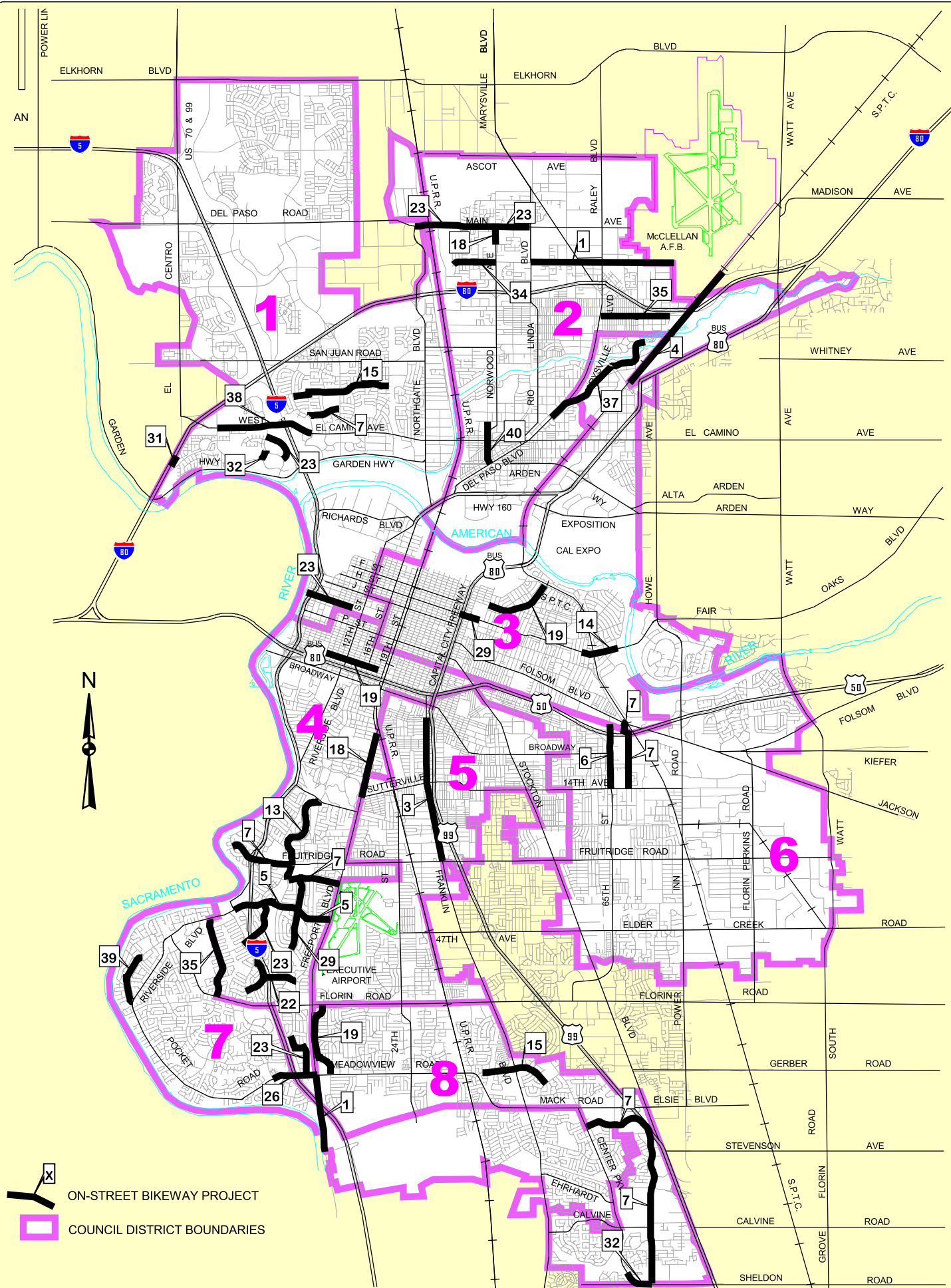
TABLE E-3

YEAR 2004 - ALTERNATE MODES - BIKE/PED BRIDGES

2004 RANK	2002 ⁽¹⁾ RANK	Council District	BIKE/PED BRIDGE PROJECTS	POPULATION	ACTIVITY CENTER SCORE	BARRIER ELIM.	CROSSING TYPE	ROW/COST	TRANSP SYSTEM	TRAVEL CONTINUITY	TOTAL
			Maximum Points in Scoring Category:	20	20	40	5	5	5	5	100
30	21	1	Arena Blvd. At East Drain - Provides Bike/Ped. Connection over Arena Boulevard at the East Drain Canal in North Natomas.	2	0	5	2	5	1	5	20

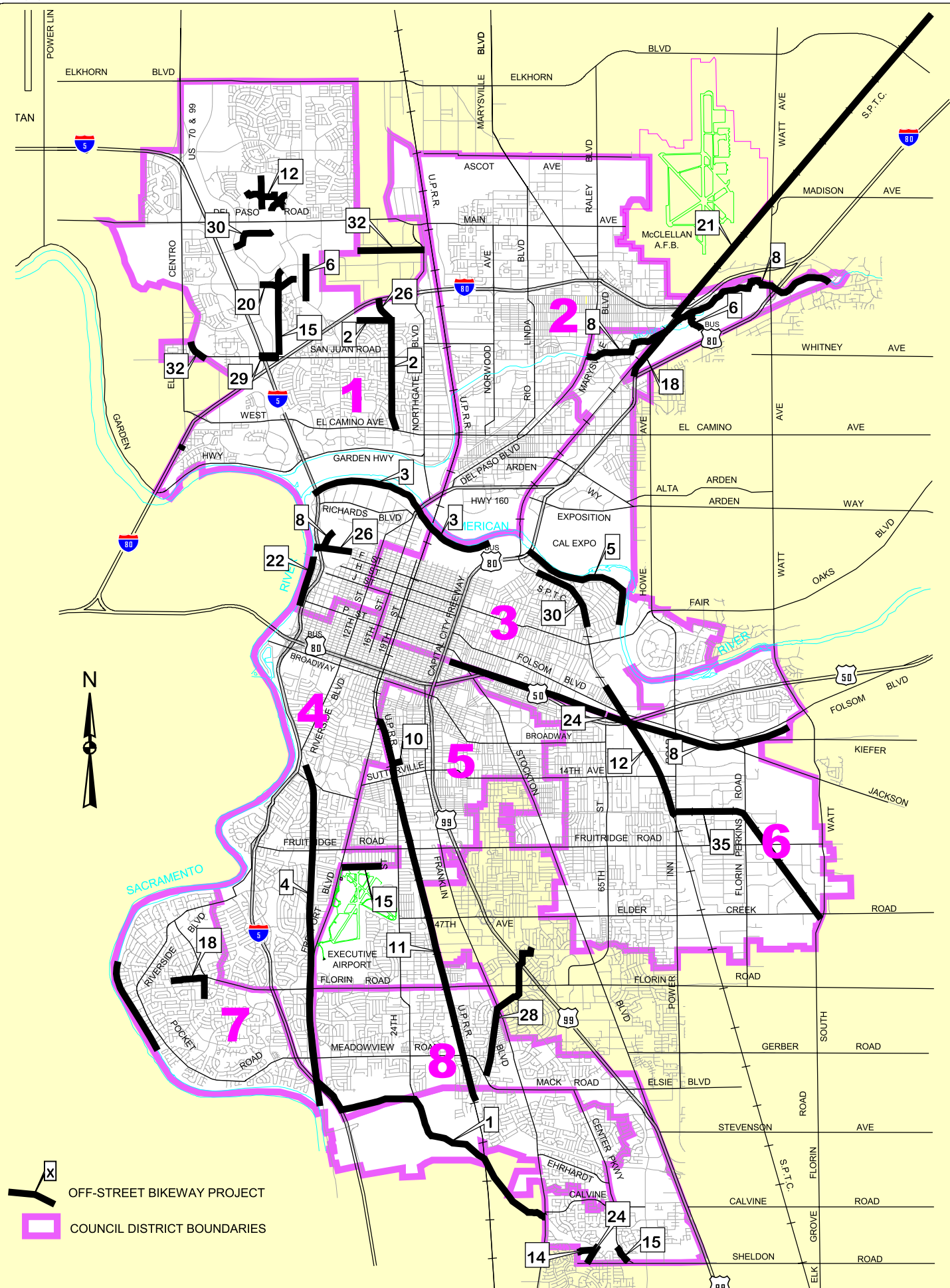
(1) "New" Indicates new project added this year.

FIGURE E-1



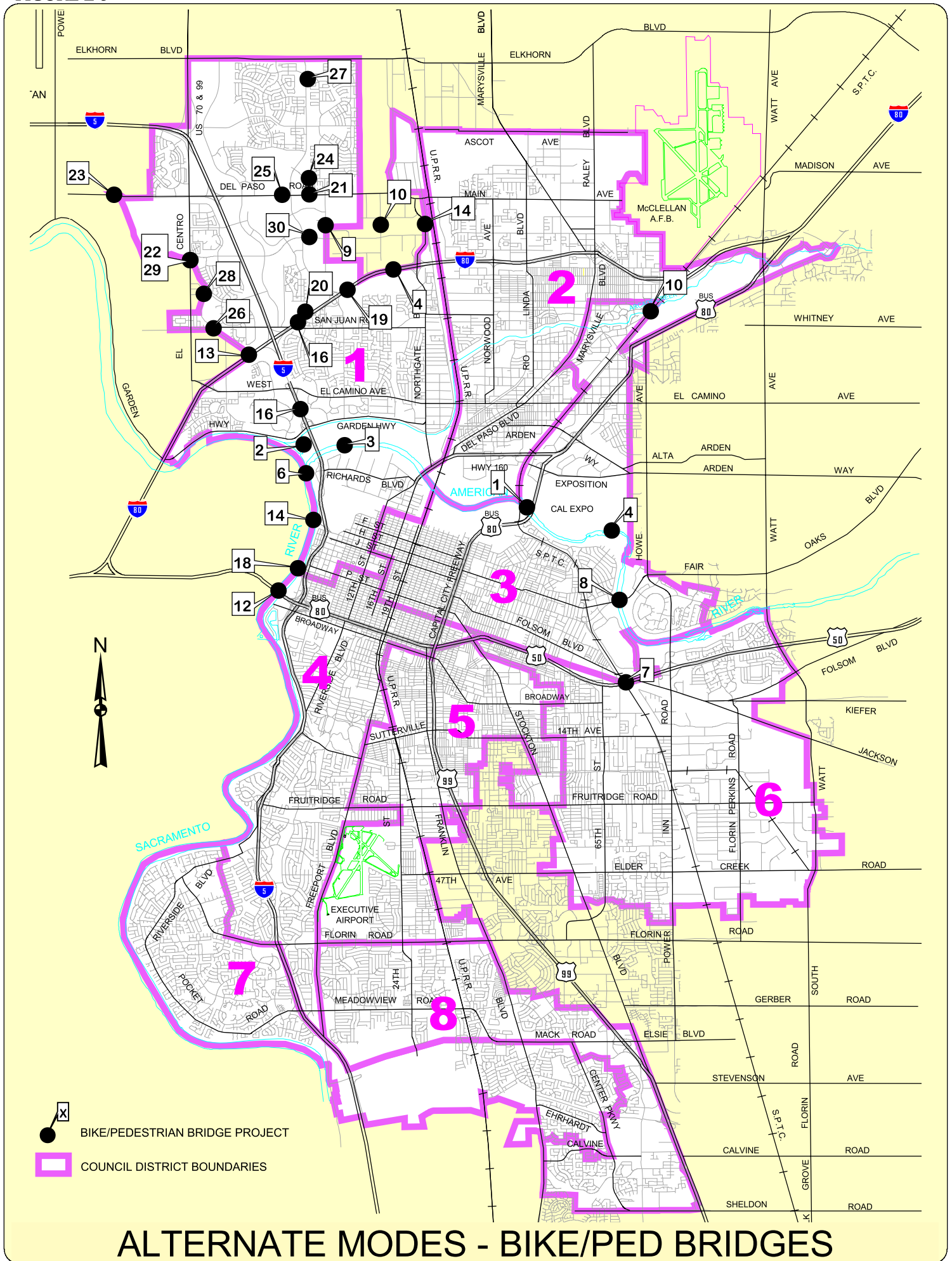
ALTERNATE MODES - ON-STREET

FIGURE E-2



ALTERNATE MODES - OFF-STREET

FIGURE E-3



BRIDGE REPLACEMENT AND REHABILITATION PROGRAM

INTRODUCTION

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

There are 117 bridges owned or maintained by the City. Of these, 97 are primarily vehicular bridges, 5 are railroad bridges, and the remaining 15 are bikeway and pedestrian bridges. It is estimated that more than 1,000,000 vehicle trips are made across City maintained bridges each day.

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

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

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

GOAL AND POLICIES

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

Goal:

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

Policies:

- Identify and prioritize candidate bridge replacement and rehabilitation projects, taking into account safety, service, and life-cycle costs.
- Plan and develop improvements to the City's existing bridge infrastructure in a coordinated manner with other public agencies in order to meet the program goal on a regional basis.
- Plan and develop improvements to the City's existing bridge infrastructure in a way that recognizes and addresses the need for a multi-modal transportation system.

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

PROJECT LIST DEVELOPMENT

Eligibility Criteria

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

Project Identification

Caltrans inspects and assigns Sufficiency Ratings to all structures in the City's inventory which carry vehicular traffic or cross a route carrying vehicular traffic and are a minimum of 20 feet in length. Sufficiency Ratings are established by using federal bridge inspection and appraisal guidelines, and represent a weighted analysis of a bridge's 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 2004 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 $V/C \leq 0.8$ (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 routes³ have a gap across or are detoured around the bridge)

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

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.

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:

$$\frac{\text{3 Year Average Accident Rate}^4 \text{ of Project}}{\text{Highest Accident Rate of Projects Considered}} \times 10 = \underline{\hspace{2cm}}$$

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 clearances⁵. 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

4 The accident Rate is the annual number of accidents per 1 million vehicle miles. Accident Rate = $\text{Accidents} \times 10^6 / (\text{ADT} \times \text{segment miles} \times 365)$

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

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 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-seven bridge projects.

A total of sixteen bridges were added to this year's list. These bridges were identified through Cal-Trans Bridge inspections. The sixteen bridges are:

- El Camino Avenue at Natomas East Main Drain Canal
- Bridge Road at Arcade Creek
- Sutterville Road at UPRR and 24th Street
- 56th Avenue at South Sacramento Drain
- Pocket Road at Douglas Drain
- Verano Street at Arcade Creek
- Northgate Boulevard at Natomas East Main Drain Canal
- Howe Avenue at University Avenue
- Mack Road at Morrison Creek
- Marysville Boulevard at Arcade Creek
- Arden Way at UPRR and LRT
- Florin Perkins Road at Morrison Creek
- Elder Creek Road at Morrison Creek
- Stockton Boulevard at Morrison Creek
- Center Parkway at Strawberry Creek
- Gloria Drive at Main Canal

TABLE F-1

YEAR 2004 - BRIDGE PROJECTS

2004 Rank	2002 ⁽¹⁾ Rank	Council District	Bridge No.	Bridge Name	Structural Deficiency Rating	Service Deficiency Score	Functional Deficiency Score	Deficiency Total
					50	20	30	100
1	9	1	24C0006	JIBBOOM ST @ UP RR YARD	50	20	14.4	84.4
2	15	2	24C0003	ROSEVILLE RD @ ARCADE CREEK	50	20	7.1	77.1
3	New	1	24C0002	EL CAMINO AVE @ NATOMAS E. MAIN DRN CANAL	50	20	4.2	74.2
4	1	1,2	24C0008	MAIN AVE @ NATOMAS E. MAIN DRN CANAL	50	20	0.4	70.4
5	New	2	24C0241	BRIDGE ROAD @ ARCADE CREEK	50	10	10.0	70.0
6	3	3	24C0076	H STREET @ AMERICAN RIVER	25	20	10.2	55.2
7	9	1	24C0364L	ON I STREET @ I STREET VIADUCT	25	10	12.3	47.3
8	18	2	24C0080	NORWOOD AVE @ ARCADE CREEK	25	20	2.0	47.0
9	7	2	24C0129	RIO LINDA BLVD @ MAGPIE CREEK	25	10	8.2	43.2
10	12	6	24C0142L	HOWE AVE @ LA RIVIERA DR	25	10	5.3	40.3
10	21	3	24C0143L	HOWE AVE @ UNIVERSITY AVE	25	10	5.3	40.3
12	4	6	24C0142R	HOWE AVE @ LA RIVIERA DR	25	10	5.0	40.0
13	15	2	24C0081	AUBURN BLVD @ ARCADE CREEK	25	10	3.1	38.1
14	New	5	24C0300	SUTTERVILLE ROAD @ UP RR, BNSF RY & 24TH ST	25	10	1.3	36.3
15	New	4	24C0289	56TH AVE @ SOUTH SACRAMENTO DRAIN	25	10	0.0	35.0
16	New	7	24C0122	POCKET RD @ DOUGLAS DRAIN	25	0	0.0	25.0

TABLE F-1

YEAR 2004 - BRIDGE PROJECTS

2004 Rank	2002 ⁽¹⁾ Rank	Council District	Bridge No.	Bridge Name	Structural Deficiency Rating	Service Deficiency Score	Functional Deficiency Score	Deficiency Total
					50	20	30	100
17	20	8	24C0093	LA MANCHA WAY @ ELDER CREEK	0	20	1.7	21.7
18	New	3	24C0254	VERANO ST @ ARCADE CREEK	0	10	7.1	17.1
19	11	3	24C0069	ELVAS AVE @ H ST	0	10	6.9	16.9
19	New	1	24C0099	NORTHGATE BLVD @ NATOMAS E MAIN DRN CANAL	0	10	6.9	16.9
21	12	2	24C0177	WATT AVE @ ARCADE CREEK	0	10	6.2	16.2
22	5	3,6	24C0107L	HOWE AVE @ AMERICAN RIVER	0	10	5.3	15.3
23	5	3,6	24C0107R	HOWE AVE @ AMERICAN RIVER	0	10	5.0	15.0
23	New	3	24C0143R	HOWE AVE @ UNIVERSITY AVE	0	10	5.0	15.0
25	19	8	24C0091	STOCKTON BLVD @ UNION HOUSE CREEK	0	10	1.7	11.7
26	New	8	24C0252	MACK ROAD @ MORRISON CREEK	0	10	0.8	10.8
27	New	2,3	24C0253	MARYSVILLE BLVD @ ARCADE CREEK	0	10	0.4	10.4
27	New	2,3	24C0353	ARDEN WAY @ UP,BNSF,AMTRAK,SCRTD LRT	0	10	0.4	10.4
29	New	6	24C0118	FLORIN PERKINS RD @ MORRISON CREEK	0	10	0.0	10.0
30	New	6	24C0245	ELDER CREEK RD @ MORRISON CREEK	0	0	9.9	9.9
31	7	8	24C0209	FLORIN RD FRONTAGE @ ANDERSON DRAIN	0	0	5.0	5.0
32	New	6	24C0097	STOCKTON BLVD @ MORRISON CREEK	0	0	3.7	3.7

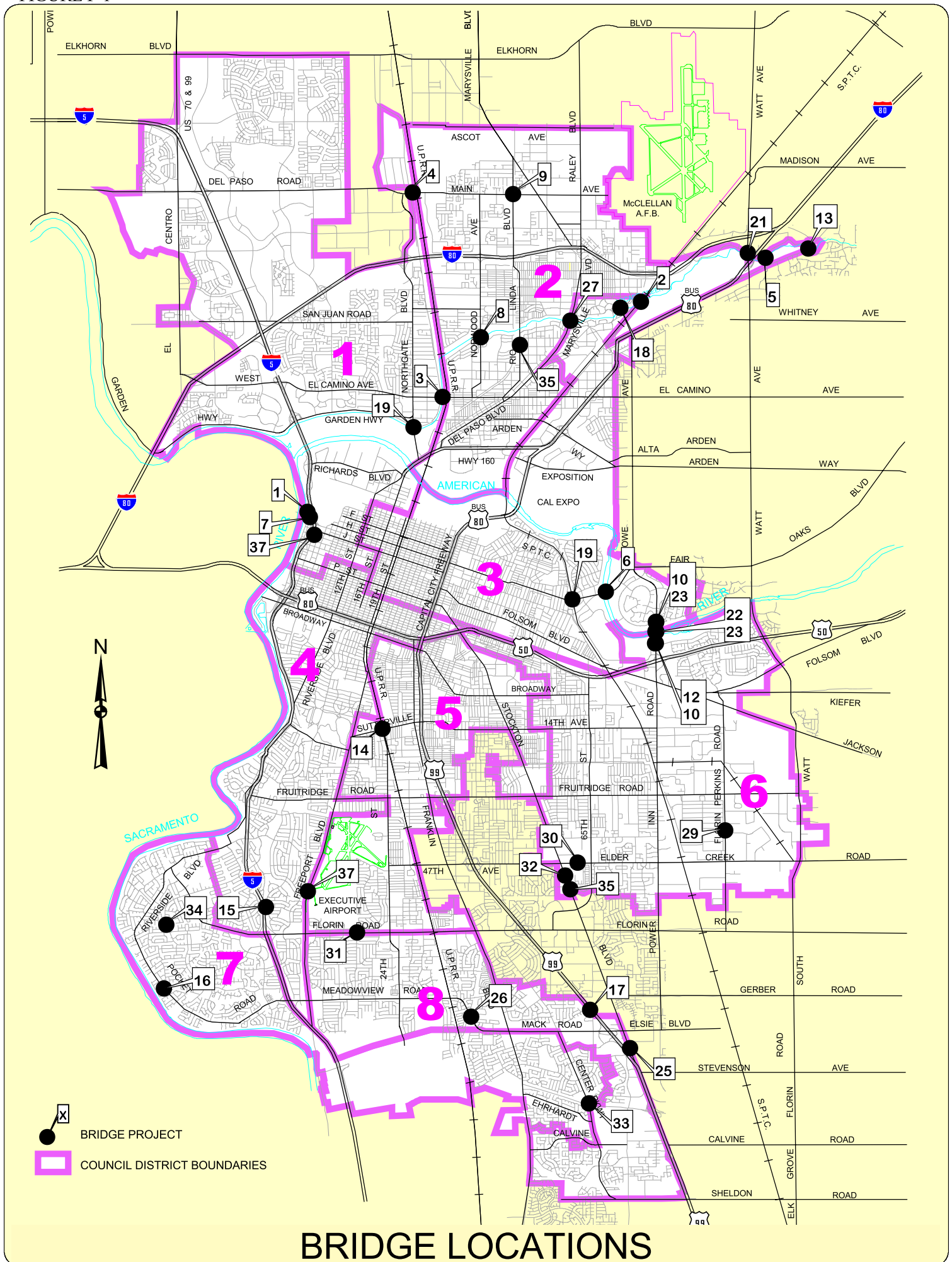
TABLE F-1

YEAR 2004 - BRIDGE PROJECTS

2004 Rank	2002 ⁽¹⁾ Rank	Council District	Bridge No.	Bridge Name	Structural Deficiency Rating	Service Deficiency Score	Functional Deficiency Score	Deficiency Total
					50	20	30	100
33	New	7,8	24C0299	CENTER PARKWAY @ STRAWBERRY CREEK	0	0	3.6	3.6
34	New	7	24C0292	GLORIA DRIVE @ MAIN CANAL	0	0	2.7	2.7
35	22	6	24C0096	STOCKTON BLVD @ MORRISON CREEK TRIBUTARY	0	0	2.4	2.4
35	2	2	24C0127	RIO LINDA BLVD @ HAGGINWOOD CREEK	0	0	2.4	2.4
37	12	5	24C0295	EXECTVE AIRPT RD @ EXECUTIVE DRAIN	0	0	0.0	0.0
37	15	1	24CO378	K STREET @ K STREET AT HOLIDAY GARAGE	0	0	0.0	0.0

(1) "New" Indicates new project added this year.

FIGURE F-1



BRIDGE LOCATIONS

STREETSCAPE ENHANCEMENT PROGRAM

INTRODUCTION

Corridor Landscaping

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

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

1. Commercial Corridors
2. Other Corridors

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

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

GOALS AND POLICIES

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

Goal:

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

Policy 1

- Update the City's street design standards.

(New street standards were approved by City Council on October 6, 1998. The street standards include medians and curbside planter strips for implementation on specific

street classifications that have adequate right-of-way. The street standards provide design policy for implementation of the Streetscape Enhancement Program.)

Policy 2

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

Policy 3

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

Goal:

1. Maintain the quality of the City's street system.

Policy 1

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

Policy 2

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

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

Policies:

- Strengthen the linkages between healthy neighborhoods and viable neighborhood commercial corridors.
- Improve the coordination of human and financial resources to maximize economic growth.

The 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 BDA (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)
19. Stockton Boulevard (X Street to Riza)

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

The targeted commercial corridors are largely older corridors that were constructed without landscaped medians or curbside planter strips. Many of the corridors are wide enough to accommodate both medians and planter strips. Other corridors will accommodate either medians or planter strips, but not both.

The existing right-of-way for streets that fall into the Other Corridor category will generally accommodate either a planted median or curbside planter strips. This type of street typically provides for parking and bicycle lanes within the right-of-way. Priority is given to corridors for which planning or engineering investments have already been made.

Streetscape enhancements benefit walking and bicycling by improving the maneuverability and connectivity to adjacent land uses. Priority is given to projects that help bring a balance of transportation modes.

In accordance with adopted City policy, priority is also given to corridors within the Economic Development Strategy and Infill Strategy. The criteria recognizes targeted corridors that have already been deemed “blighted” and in the most serious need of attention. Special consideration is also given to corridors where streetscape planning and/or engineering investments have already been made.

The maximum possible score is 100 points, assigned as follows:

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.

<u>Project phase</u>	<u>Assigned points</u>
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.

<u>Average Daily Traffic (vehicles/day)</u>	<u>Assigned points</u>
40,000+	10
35,000+	9
<u>Average Daily Traffic (vehicles/day)</u>	<u>Assigned points</u>
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:

<u>Activity Center</u>	<u>Points</u>
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. Alternate Modes

(Max Points: 15)

- 6 points given for streets identified as a designated Class 2 or 3 bikeway (existing or proposed) in the City/County Bikeway Master Plan
- 6 points given if the project is on a bus route
- 9 points given if the project improves access to a LRT station for pedestrians, bicyclists, vehicles or buses

SUMMARY

Commercial Corridors

The Marysville Boulevard – Phase II project was deleted. This project is complete.

The following projects were redefined:

- Stockton Boulevard (UC Davis Medical Center) was redefined as Stockton Boulevard Phase III (El Paraiso to Riza Avenue). Both Phase I and II are complete and/or funded.
- Florin Road from Freeport Boulevard to Greenhaven Drive. This segment is not a City Council approved commercial corridor. The project was moved to the other Corridor Section of the TPG.
- The 65th Street (Folsom Boulevard to Highway 50) and the 65th Street (Highway 50 to Broadway) projects were combined into one project.

Other Corridors

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

- Meadowview Road, Freeport Boulevard to Mack Road and 24th Street, Florin Road to Meadowview Road
- Florin Road, Freeport Boulevard to Greenhaven Road.
- Gateway Oaks Drive, West El Camino to Garden Highway

The following projects were deleted:

- Center Parkway Phase III (Hollybrook Drive to Bruceville Road). This project is funded.
- Riverside Boulevard adjacent to the City cemetery. This project is complete.
- Dogleg at Alhambra Boulevard (G Street to H Street). This project is complete.

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

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

TABLE G-1

**YEAR 2004 - STREETSCAPE ENHANCEMENTS
COMMERCIAL CORRIDORS**

2004 Rank	2002 Rank	Council District	Project Name	Status	Project Readiness Score	Volume Score	Econ. Dev. Score	Infill Score	Current Condition Score	Activity Center Score	Alternate Modes Score	Total Score
			Maximum Points in Scoring Category:		20	10	15	15	10	15	15	100
1	4	2	Del Paso Blvd (Hwy 160 to El Camino)	Construction Docs in Progress	17	1	10	15	7	8	15	73
1	12	4	Broadway (Miller Prk to Alhambra Blvd)	Urban Design Complete	8	3	10	15	7	15	15	73
3	11	6	Folsom Blvd (Howe Ave - Watt Ave)	Urban Design Complete	8	9	10	10	3	15	15	70
4	19	6	65th St (Folsom Blvd to Broadway)	Urban Design In Progress	5	7	10	10	3	15	15	65
5	8	5,8	Florin Rd (Tamoshanter Wy to Freeport Blvd)	Construction Docs in Progress	17	6	0	10	3	15	12	63
6	3	5	Broadway (37th Ave to Stockton Blvd)	Construction Docs in Progress	17	3	0	15	3	12	12	62
7	17	1	Northgate Blvd (Garden Highway to Rosin Ct)	Master Plan in Progress	11	1	0	15	7	15	12	61
8	15	1,3,4	R St Corridor	Urban Design Complete	8	0	10	15	3	15	9	60
9	4	5	Franklin Blvd (Sutterville Rd to Florin Rd)	Master Plan Complete	14	3	0	15	3	12	12	59
9	6	6	Fruitridge Rd, 65th St to Power Inn Rd	Master Plan Complete	14	3	0	15	3	12	12	59
11	2	5,6	Stockton Blvd Phase III El Paraiso to Riza Ave)	Construction Docs in Progress	17	6	5	15	3	0	12	58
11	8	1,3,4	16 St (C St to Broadway)	Urban Design Complete	8	4	0	15	7	15	9	58
11	10	1	Richards Blvd (16th St to Jibboom St)		0	3	15	10	3	15	12	58
14	14	4,5,8	Freeport Blvd (Broadway to I-5)	Master Plan Complete	14	3	0	5	7	15	12	56
15	7	4,5	Freeport Blvd (Meer Way to Wentworth Ave)	Construction Docs Complete	20	6	0	5	10	0	12	53
16	12	1	12th St/Alkali Flat		0	1	10	15	7	4	9	46
17	21	3,6	Folsom Blvd (33rd to Howe Ave)		0	3	10	0	3	15	12	43
18	17	4	15th & 16th St (between W/X Freeway to Broadway)		0	4	0	5	7	0	6	22

TABLE G-2

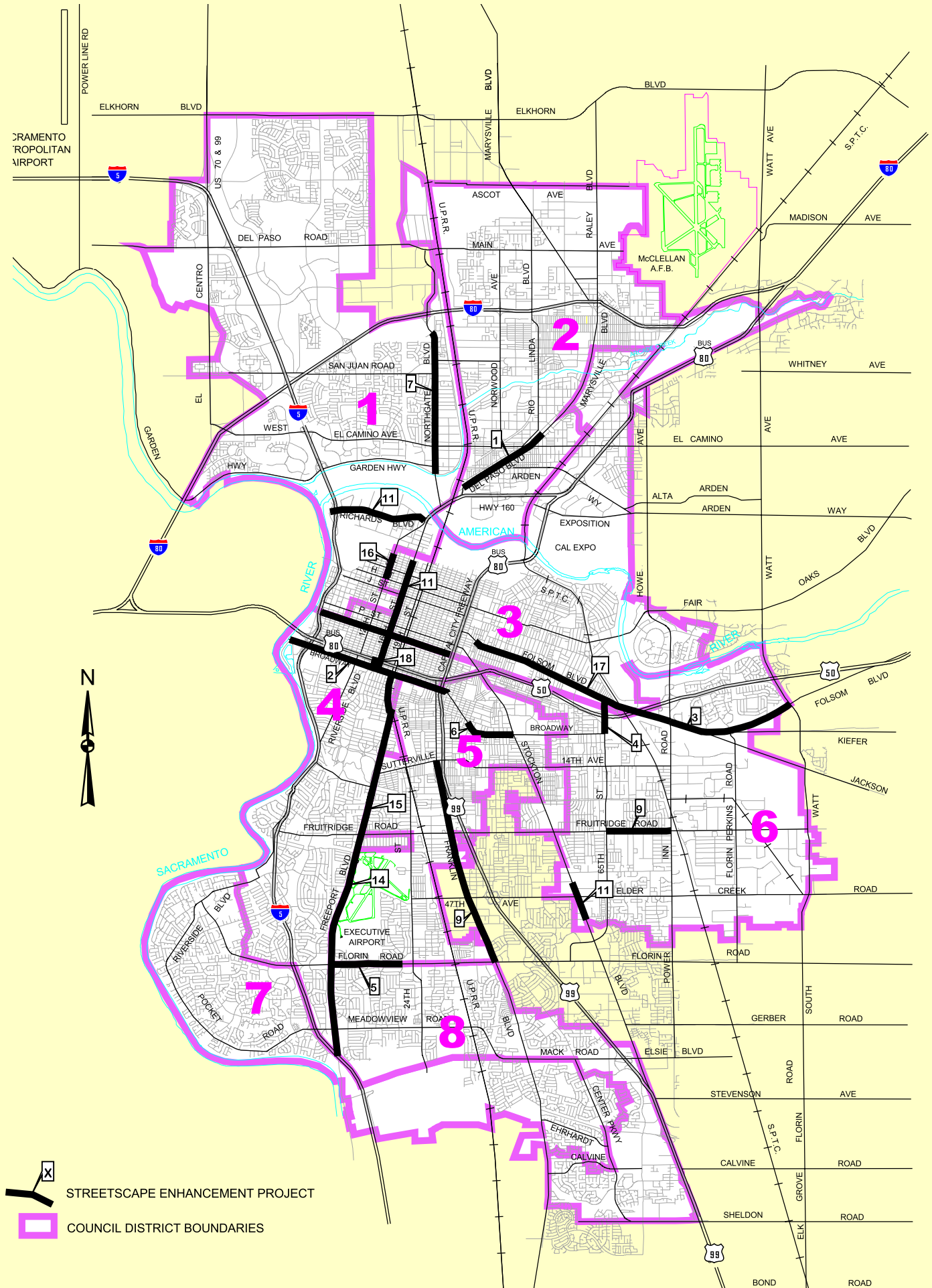
YEAR 2004 - Streetscape Enhancements - Other Corridors

Streetscape Enhancements Program G-10

2004 Rank	2002 ⁽¹⁾ Rank	Council District	Project Name	Project Readiness Score	Volume Score	Econ. Dev. Score	Infill Score	Current Condition Score	Activity Center Score	Alternate Modes Score	Total Score
			Maximum Points in Scoring Category:	20	10	15	15	10	15	15	100
1	New	8	Meadowview Rd, Freeport to Mack and 24th St, Florin to Meadowview	8	7	10	15	3	15	15	73
2	20	5	47th/24th Street Medians	17	3	0	15	10	4	12	61
3	15	8	Mack Rd/Brookfield Dr/Meadowview Rd at Future LRT	0	7	10	15	7	0	15	54
4	4	5	Fruitridge Road (SR 99 to 24th St)	17	3	0	15	3	0	15	53
4	11	1	Capitol Mall Streetscape Improvements	0	0	15	10	7	15	6	53
6	23	6	Power Inn Road (Hwy 50 - City Limits)	0	3	10	5	3	15	15	51
7	20	6	65th Street (Broadway to City limits)	0	6	10	5	3	12	12	48
8	6	1,3	North 12th St and North 16th St, C St to American River	0	10	5	15	3	4	9	46
8	24	2	Norwood Ave (Fairbanks Ave to Main Ave)	0	1	0	15	3	15	12	46
10	8	2	Arden Wy (Del Paso Blvd to Royal Oaks Dr)	0	4	0	15	7	0	15	41
10	34	1	Jibboom Street, entire length	0	0	15	15	3	8	0	41
12	24	6	Fruitridge Road, Power Inn Rd to Florin Perkins	0	1	10	5	3	8	12	39
12	27	1	Azevedo Dr Medians	11	1	0	0	3	12	12	39
14	27	1	10th Street Corridor (L St to I St)	0	0	5	15	3	15	0	38
15	8	5	47th Ave (UPRR to 27th St)	0	3	0	15	3	0	15	36
15	8	3, 4, 5	Alhambra Blvd (C St to Broadway)	0	3	0	5	7	15	6	36
17	15	2, 3	El Camino Ave (Del Paso Blvd to I-80)	0	6	0	15	3	4	6	34
17	New	5,8	Florin Rd (Freeport Blvd to Greenhaven Dr)	0	7	0	0	3	12	12	34
19	11	7	Center Parkway (2nd median south of Mack to 2nd median north of Cosumnes River Blvd)	0	1	0	5	7	8	12	33
20	15	6	Elder Creek Rd (Stockton Blvd - Power Inn Rd)	0	3	0	15	3	4	6	31
20	24	5, 6	Broadway (Stockton Blvd to 65th St)	0	1	0	0	3	15	12	31
20	New	1	Gateway Oaks Drive, West El Camino to Garder	0	1	0	0	3	15	12	31
23	27	6	Lemon Hill Ave (Stockton Blvd to Power Inn Rd)	0	0	0	15	3	4	6	28
24	15	6	Fruitridge Rd, Stockton Blvd to 65th St	0	3	0	5	3	4	12	27
25	11	6	59th St/Broadway	0	1	0	0	7	4	12	24
25	27	3	Auburn Blvd/Roseville Road (El Camino Ave to Connie Dr)	0	0	0	15	3	0	6	24
27	20	3	Elvas Ave (56th St to 65th St)	0	3	0	0	3	8	6	20
28	27	5, 6	14th Avenue (Stockton Blvd to 65th St)	0	0	0	0	3	4	12	19
29	27	3	Ethan Way (west side of street from Middleberry Rd to Connie Dr)	0	3	0	0	3	0	12	18
30	19	4	San Mateo Way	0	0	0	0	7	0	6	13
31	34	6	West Railroad Ave	0	0	0	5	3	0	0	8
32	27	6	60th St/14th Ave - NE and NW corners and around Tallac Shopping Center	0	0	0	0	3	4	0	7
33	34	4	Darnel Way	0	0	0	0	3	0	0	3

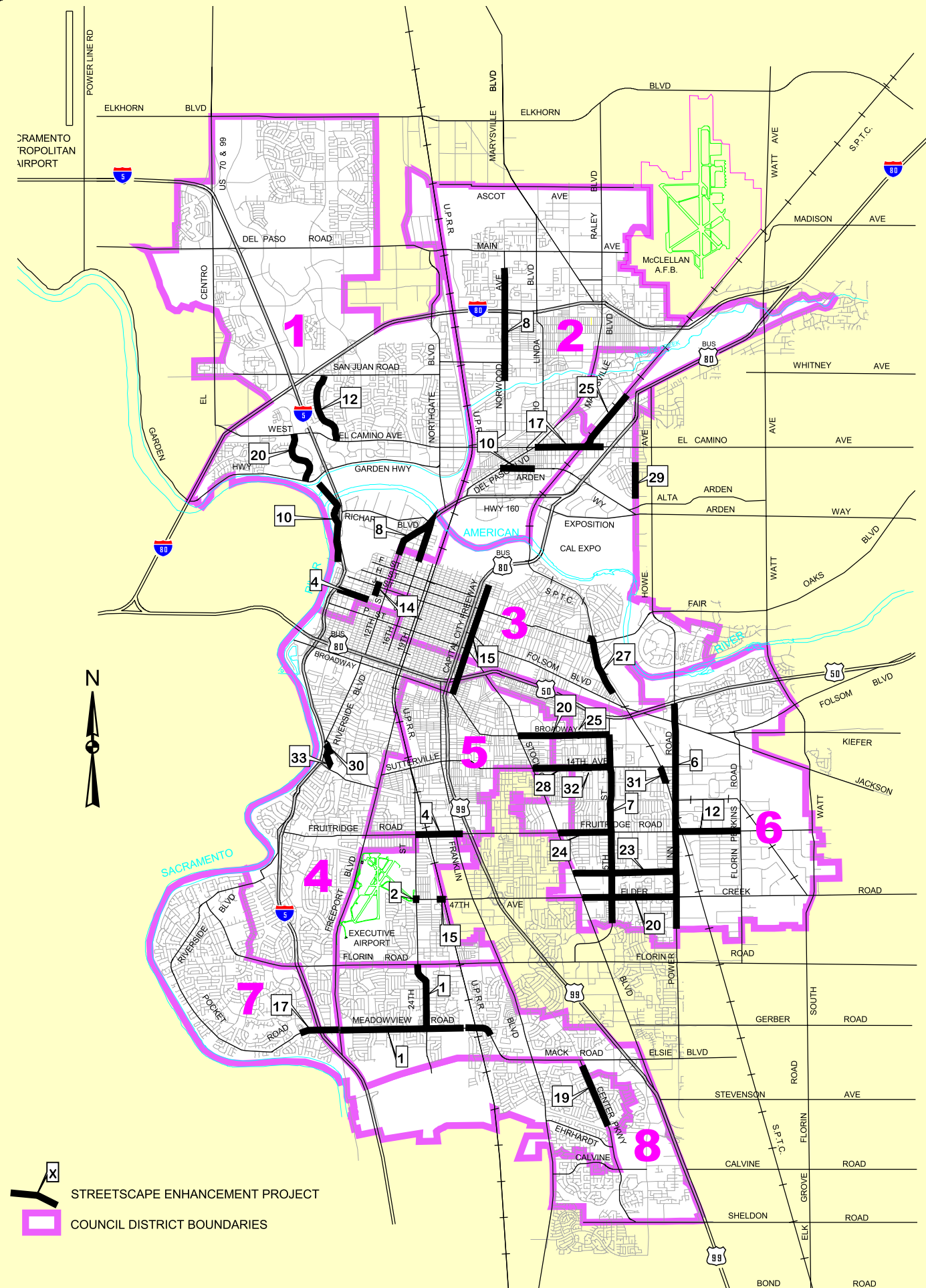
(1) "New" Indicates new project added this year.

FIGURE G-1



STREETSCAPE ENHANCEMENTS - COMMERCIAL CORRIDORS

FIGURE G-2



STREETSCAPE ENHANCEMENTS - OTHER CORRIDORS

SIDEWALKS TO SCHOOLS PROGRAM

INTRODUCTION

Sidewalks provide pedestrians some degree of safety from vehicles on the road. This is especially true for locations around schools. Safety considerations are a primary concern when parents and children make the decision whether children should walk (or be driven) to school. During arrival and departure times, schools are very congested places with many different and potentially conflicting transportation modes: cars, buses, pedestrians, and bicyclists. The bicyclist and pedestrians are almost exclusively school-age children who lack the experience and sophistication to deal with this complex, congested situation. Sidewalks provide school-age children with a safe refuge, and consequent protection from a myriad of vehicular conflicts.

The construction of sidewalks to schools provide a safer route for school children, resulting in both children and parents feeling more comfortable about children walking to school. This will result in an increase in walking as a mode of transportation, and corresponding decrease in vehicular trips.

Shifting from vehicular to walking school trips will result in reducing the number of vehicular pedestrian conflicts and decreasing the number of vehicle miles driven. Providing sidewalks on walking routes to schools will increase the safety of children walking to school as well as furthering the federal mandate to improve air quality and the City Council's desire to conserve energy and reduce overall capitol improvement costs.

This section of the Transportation Programming Guide prioritizes the need for sidewalks surrounding schools to facilitate students safely walking to school and thus reducing the number of vehicular trips.

GOAL AND POLICY

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

Goals:

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

Policy:

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

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

Policy:

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

PROJECT RANKING PROCESS

1. Average Daily Traffic (ADT) (Max. Points: 10)

ADT on adjacent street:

Highest ADT on adjacent streets of all sidewalk projects considered X 10

2. Number of Students (Max. Points: 25)

The number of students enrolled at the school associated with the project is compared to the highest number of students enrolled in any of the schools being evaluated. Since high schools normally have a significantly larger student enrollment, the number of enrolled students for high schools is divided by two. Points are assigned as follows:

Number of Students at School (1/2 if High School)

Highest Number of Students at School of all sidewalk projects considered X 25

3. Posted Speed Limit (Max. Points: 10)

<u>Posted Speed Limit</u>	<u>Weight</u>
25	0
30	3
35	6
>35	10

4. Existing Condition (Max. Points: 35)

<u>Condition</u>	<u>Weight</u>
No Sidewalk	35
<u>Sidewalk with the following conditions:</u>	
< 4 feet in width	8
Without planter strip	8
Without vertical curb	8
Impassible	5

1. Infill Development

(Max Points: 10)

- 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
 - Central City Area)
 - Neighborhood Commercial Revitalization Area
 - Transit Station Area

If Yes on any of the above (5 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)

2. Car/Pedestrian Collisions

(Max Points: 10)

5 points are assigned for each reported collision involving a pedestrian that occurred during the previous three years along the street segment being evaluated.

SUMMARY

The Sidewalks to Schools Priority listing is presented in Table H-1.

Figure H-1 depicts the approximate location of the top 25 ranked sidewalk projects.

The following projects were deleted from last year's list:

- Dayton Avenue between Del Paso Boulevard to South Avenue. This project is complete.
- Will C. Wood School Path. This project is complete.

TABLE H-1

YEAR 2004 - SIDEWALKS TO SCHOOL

Sidewalks to Schools Program H-4

2004 RANK	2002 RANK	Council District	SCHOOL NAME	STREET NAME	SEGMENT	Volume Score	Number of Students Score	Posted Speed Score	Existing Condition Score	Infill Score	Car/Ped Collisions Score	Final Score
Maximum Points in Scoring Category:						10	25	10	35	10	10	100
1	1	6	Hiram Johnson High School	65th Street	14th Avenue to Fruitridge Road	7.6	25.0	6	35	0	10	83.6
2	2	8	Barbara Comstock Morse	Bruceville Road	South of Jacinto Avenue	4.1	18.9	10	35	5	0	73.0
3	41	5	Luther Burbank High School	Florin Road (no sw north side)-sw exists s/side	Indian Lane to Woodbine Avenue	10.0	21.7	10	8	10	10	69.7
4	3	2	Taylor Street Elementary School	Bell Avenue- gaps, mostly no sw both sides	Rio Linda Boulevard to Norwood Avenue	3.6	10.1	10	35	10	0	68.7
5	6	8	Barbara Comstock Morse	Jacinto Avenue	east of Bruceville	0.3	18.9	6	35	5	0	65.2
6	15	2	Del Paso Heights Elementary School	Morey Avenue, gaps both sides	Norwood Avenue to Western Avenue	0.1	12.3	0	35	10	5	62.4
7	42	7/8	Union House Elementary School	Mack Road - gap in sw on west side	Franklin Blvd to Brookfield Drive	9.6	18.1	10	8	5	10	60.7
8	4	2	Robla Elementary School	Marysville Blvd	Main Avenue to Rio Linda Blvd	2.0	8.2	10	35	5	0	60.2
9	5	2	Bell Avenue Elementary School	Bell Avenue	Raley Boulevard to Pinell Street	2.0	7.7	10	35	5	0	59.7
9	7	2	Bell Avenue Elementary School	Bell Avenue	Trailer Park on Bell to Winters Street	2.0	7.7	10	35	5	0	59.7
11	47	8	Charles M. Goethe Middle School	24th Street	Meadowview Road to Florin Road	4.8	15.7	10	8	10	10	58.5
12	9	2	Bell Avenue Elementary School	Pinell Street	Wainwright Street to Bell Avenue	0.5	7.7	3	35	5	5	56.1
13	38	2	Main Avenue Elementary School	Main Avenue	Dry Creek to Marysville Boulevard	0.2	7.2	3	35	5	5	55.3
14	43	6	Earl Warren Elementary School	Fruitridge Road - n/side <4'	Lowell Street to 79th Street	6.4	9.7	10	8	10	10	54.1
15	12	3	Michael J. Castori Elementary School	Mahogany Street	Verano Street to South Avenue	0.2	12.4	0	35	5	0	52.6
15	14	3	Michael J. Castori Elementary School	Verano Street	Presidio Street to Mahogany Street	0.2	12.4	0	35	5	0	52.6
17	63	3	Michael J. Castori Elementary School	Ivy Street	Nogales Street to South Avenue	0.1	12.4	0	35	5	0	52.5
18	8	4	Jedediah Smith Elementary School	5th Street	Broadway to McClatchy Way	1.1	7.8	3	35	5	0	52.0
19	74	8	John Sloat Elementary School	Matson Drive, impassable on north, no sw on south	Sylvia Way to Henrietta Drive	0.6	6.3	0	35	10	0	51.9
19	45	2	Grant Union High School	Grand Avenue, no sw n/side	Huron Street to Fell Street	3.1	19.8	6	8	10	5	51.9
21	17	3	Ben Ali School	Plover Street	Glenrose Avenue to Fienza Avenue	0.2	5.5	0	35	10	0	50.7
21	19	3	DW Babcock Elementary School	Cormorant Way	Royale Road to Woolley Way	0.6	10.1	0	35	5	0	50.7
21	16	3	Ben Ali School	Fienza Avenue	Crosby Way to Plover Street	0.2	5.5	0	35	10	0	50.7
24	36	2	Main Avenue Elementary School	Main Avenue	Dry Creek to Raley Boulevard	0.4	7.2	3	35	5	0	50.5
24	21	3	DW Babcock Elementary School	Albatross Way	Silica Avenue to Woolley Way	0.3	10.1	0	35	5	0	50.5
24	23	3	DW Babcock Elementary School	Ray Street	Silica Avenue to Bowling Green Drive	0.3	10.1	0	35	5	0	50.5
27	25	3	DW Babcock Elementary School	Yorkshire Road	Bowling Green Drive to Royale Road	0.2	10.1	0	35	5	0	50.4
28	28	3	DW Babcock Elementary School	Waterford Road	Bowling Green Drive to Yorkshire Road	0.0	10.1	0	35	5	0	50.2
29	51	4	Sutterville Elementary School	Monterey Way	Oregon Drive to 27th Avenue	0.3	9.7	0	35	5	0	50.0
30	44	4	C.K. McClatchy High School	Freeport Boulevard	Bidwell Way to 7th Avenue	5.3	22.7	3	8	5	5	49.0

TABLE H-1

YEAR 2004 - SIDEWALKS TO SCHOOL

2004 RANK	2002 RANK	Council District	SCHOOL NAME	STREET NAME	SEGMENT	Volume Score	Number of Students Score	Posted Speed Score	Existing Condition Score	Infill Score	Car/Ped Collisions Score	Final Score
Maximum Points in Scoring Category:						10	25	10	35	10	10	100
31	30	2	Robla Elementary School	Claire Avenue	Marysville Boulevard to ADA Lane	0.4	8.2	0	35	5	0	48.6
32	27	2	Woodlake Elementary School	Blackwood Street, gaps both sides		0.2	7.7	0	35	5	0	47.9
33	33	2	Bell Avenue Elementary School	Wainwright Street	Pinell Street to MacArthur Street	0.1	7.7	0	35	5	0	47.8
34	29	4	John Cabrillo Elementary School	Lonsdale Drive	Seamas Avenue south about 1/2 a block	0.7	7.5	0	35	0	0	43.1
34	34	2	Woodlake Elementary School	Southgate Road, gaps both sides		0.4	7.7	0	35	0	0	43.1
36	40	5	All Hallows Elementary School	53rd Street	14th Avenue to 15th Avenue	0.1	3.5	0	35	0	0	38.6
36	37	5	All Hallows Elementary School	50th Street	14th Avenue to 15th Avenue	0.1	3.5	0	35	0	0	38.6
36	39	5	All Hallows Elementary School	52nd Street	14th Avenue to 15th Avenue	0.1	3.5	0	35	0	0	38.6
39	60	2	Grant Union High School	Fig Street, no sw w/side	South Avenue to Roanoke Avenue	0.3	19.8	0	8	10	0	38.0
40	46	3	Saint Francis Girls High School	Elvas Avenue sw on east side only, west side no sw	62nd Street to driveway of St Francis	6.2	7.9	10	8	0	5	37.1
41	52	5	Sacramento High School	34th Street	Y Street to W Street	2.2	17.0	3	0	5	5	32.2
42	50	1	Jefferson Park Elementary School	San Juan Road, s/side, n/side no sw	Balcaro Way to Summer Park Drive	6.3	5.3	10	0	10	0	31.5
43	49	4	John Cabrillo Elementary School	Semas Avenue	Karbet Way to Parkfield Court	3.8	7.5	10	8	0	0	29.3
44	11	2	Taylor Street Elementary School	Jessie Avenue	Norwood Avenue to Taylor Street	1.0	10.1	0	8	10	0	29.1
45	20	2	Taylor Street Elementary School	Taylor Street	Jessie Avenue to Bell Avenue	0.3	10.1	0	8	10	0	28.4
46	22	2	Northwood Elementary School	Taft Street	Frienza Avenue to Helena Avenue	0.5	9.5	0	8	10	0	28.0
47	58	5	Sacramento High School	35th Street	Y Street to 1st Avenue	0.2	17.0	0	0	10	0	27.2
48	48	2	Michael J. Castori Elementary School	Kern Street	South Avenue to Roanoke Avenue	0.2	12.4	0	8	5	0	25.6
48	13	3	Michael J. Castori Elementary School	Presidio Street	South Avenue to Verano Street	0.2	12.4	0	8	5	0	25.6
50	73	5	Collis P. Huntington Elementary School	Ventura Street	47th Street to School Entrance	0.2	7.3	0	8	10	0	25.5
51	59	5	Sacramento High School	36th Street	V Street to Y Street	0.4	17.0	0	8	0	0	25.4
52	54	4	Sam Brannan Middle School	Elmer Way	Casilada Way to bend @ Elmer Way	0.4	19.7	0	0	0	5	25.1
53	53	8	John Sloat Elementary School	Candlewood Way	Belinda Way to 69th Avenue	0.2	6.3	0	8	10	0	24.4
54	57	4	Caroline Wenzel Elementary School	Greenhaven Drive	Greenway Circle to Park Vista Circle	2.4	7.5	6	8	0	0	23.8
55	18	3	DW Babcock Elementary School	Woolley Way	Cormorant Way to Albatross Way	0.3	10.1	0	8	5	0	23.5
56	61	6	Earl Warren Elementary School	Lowell Street - e/side ok	Fruitridge Road to Vandenberg Drive	0.1	9.7	0	8	5	0	22.9
56	66	6	Earl Warren Elementary School	Lowell Street - w/tside <4'	Earl Warren School to Fruitridge Road	0.1	9.7	0	8	5	0	22.9
58	24	2	Harmon Johnson Elementary School	Edgewater Road	Lampasas Avenue to Bay Drive	0.3	9.5	0	8	5	0	22.8
59	26	2	Harmon Johnson Elementary School	Lampasas Avenue	1/2 block from Grove Avenue to Edgewater Road	0.3	9.5	0	8	5	0	22.7

TABLE H-1

YEAR 2004 - SIDEWALKS TO SCHOOL

Sidewalks to Schools Program H-6

2004 RANK	2002 RANK	Council District	SCHOOL NAME	STREET NAME	SEGMENT	Volume Score	Number of Students Score	Posted Speed Score	Existing Condition Score	Infill Score	Car/Ped Collisions Score	Final Score
Maximum Points in Scoring Category:						10	25	10	35	10	10	100
60	56	6	Tahoe Elementary School	14th Avenue	60th Street (intersection)	3.0	8.4	3	8	0	0	22.4
61	31	4	Jedediah Smith Elementary School	McClatchy Way	5th Street to Jedediah Smith School	0.2	7.8	0	8	5	0	21.0
62	35	2	Woodlake Elementary School	Woodlake Drive, gaps both sides		0.2	7.7	0	8	5	0	20.9
62	67	6	Tahoe Elementary School	60th Street	Broadway (intersection)	4.4	8.4	0	8	0	0	20.9
64	75	5	Hollywood Park Elementary School	Harte Way/Shielah Way	gates of Leonard Da Vinci School to Hollywood Park Elementary	0.3	6.6	0	8	5	0	19.8
65	69	5	Hollywood Park Elementary School	24th Avenue	22nd Street to Hollywood Park Elementary School	0.2	6.6	0	8	5	0	19.7
66	65	2	Pacific West High School	North Avenue n/side, s/side no sw	Pinell Street to Dayton Street	0.3	2.2	3	8	5	0	18.5
67	55	4	Crocker Riverside Elementary School	Riverside Boulevard	Robertson Way to Street light	2.9	9.0	6	0	0	0	17.9
68	68	4	William Land Elementary School	11th Street	U Street to V Street	0.7	7.0	0	0	10	0	17.7
69	71	4	William Land Elementary School	U Street	11th Street to 12th Street	0.3	7.0	0	0	10	0	17.3
69	70	4	William Land Elementary School	12th Street	U Street to V Street	0.3	7.0	0	0	10	0	17.3
69	72	4	William Land Elementary School	V Street	11th Street to 12th Street	0.3	7.0	0	0	10	0	17.3
72	32	2	Woodlake Elementary School	Southgate Road	end of school grounds to in front of office	0.4	7.7	0	8	0	0	16.1
73	62	6	Tahoe Elementary School	59th Street	Broadway (intersection)	3.1	8.4	3	0	0	0	14.5

Legend:

- SIDEWALKS TO SCHOOLS PROJECT
- COUNCIL DISTRICT BOUNDARIES

Map Labels:

Streets: ELKHORN BLVD, US 70 & 99, DEL PASO ROAD, CENTRO, EL CAMINO AVE, GARDEN HWY, NORTHGATE, SAN JUAN ROAD, WEST, EL CAMINO AVE, GARDEN HWY, RICHARDS BLVD, CAPITAL CITY FREEWAY, SUTTERVILLE, FRUITRIDGE ROAD, 47TH AVE, MACK ROAD, ELKS BLVD, STEVENSON AVE, CALVINE ROAD, SHEDDON ROAD, WATT AVE, MADISON AVE, WHITNEY AVE, EL CAMINO AVE, ARDEN WAY, FOLSOM BLVD, KIEFER ROAD, JACKSON ROAD, CREEK ROAD, FLORIN ROAD, POWER BLVD, ELKS BLVD, STEVENSON AVE, CALVINE ROAD, SHEDDON ROAD.

Highways: I-5, I-80, I-99, BUS 80, BUS 99.

Landmarks: SACRAMENTO RIVER, AMERICAN RIVER, EXECUTIVE AIRPORT, CAL EXPO, S.P.T.C., McCLELLAN A.F.B., ELK GROVE, SHEDDON, CALVINE, STEVENSON, WATT, MADISON, WHITNEY, EL CAMINO, ARDEN, FOLSOM, KIEFER, JACKSON, CREEK, FLORIN, POWER, ELKS, STEVENSON, CALVINE, SHEDDON.

Projects: 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 14, 15, 17, 18, 19, 21, 24, 27.

Other Labels: ASCOT AVE, RALEY AVE, LINDA, NORWOOD, DEL PASO BLVD, ARDEN, HOWE, FAIR, SUTTERVILLE, STOCKTON, 14TH AVE, 65TH ST, ELDER, FLORIN, POWER, ELKS, STEVENSON, CALVINE, SHEDDON.

Map Orientation: North arrow pointing up.

Map Title: SIDEWALKS TO SCHOOLS PROJECTS 1 - 27

SIDEWALKS TO SCHOOLS PROJECTS 1 - 27

Sidewalks to Schools Program H-7

SPEED HUMP PROGRAM

INTRODUCTION:

The City of Sacramento began constructing undulations (speed humps) in 1980 in response to neighborhood speeding problems. In 1995, the program was modified and became known as the speed hump program. (Most people are more familiar with speed humps than undulations.)

Speed humps are designed to enhance public safety by reducing vehicular speeds and cut-through traffic on local resident streets. Speed humps are used on residential streets where traditional methods of slowing traffic have not been effective, and where other forms of traffic controls (e.g., stop signs) are not appropriate.

Speed humps are 12 feet wide, slightly raised “bumps” in the pavement, which extend across the roadway. Drivers sense a gentle rocking motion as they pass over them at posted speeds. Speed humps have evolved from extensive research and testing. They have been found to be effective at reducing speeds and thereby discourage cut-through (i.e., non-local) traffic. Installed on streets in Sacramento since 1995. Speed Humps are not installed on emergency response or bus routes.

Speed lumps have been approved by the Fire Department for use on emergency response routes and by Sacramento Regional Transit for use on bus routes. Speed Lumps are asphalt mounds, parabolic in shape, covering 12 feet of street with a height between 3 ¼ and 3 ¾ inches. The center mound or lump, has a width of 5 ½ feet to accommodate the wheelbase of fire trucks and buses. The lumps adjacent to the center lump vary in width to accommodate the street width. Depending on the street width, a 5 ½ foot lump may be placed in each travel lane.

For simplicity in this document, the term “speed hump” will refer not only to the traditional speed hump, but also the newer split hump design being called “speed lump.”

A list of streets that have qualified for speed humps is produced each year for the Transportation Programming Guide (TPG). This list contains project types of residential, parks/schools, and bypass traffic streets and their ranking citywide. The definition of each type is as follows:

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

Note: Speed humps are not always the best solution for residential street traffic problems. Under a separate program called the Neighborhood Traffic Management Program (NTMP), the Department of Public Works Staff meets with neighborhood residents to develop and implement a community-based traffic calming plan for the entire neighborhood.

Implemented in 1996, the NTMP considers traffic calming measures including speed humps, traffic circles, pedestrian islands, diverters, textured crosswalks, and chokers.

GOAL AND POLICY:

The Speed Hump 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 September 2000):

Goal:

1. 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.

PROJECT LIST DEVELOPMENT

Eligibility Criteria

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

Residential

- The segment is a minimum of 750 feet in length between traffic controls, four-way intersections, and/or curves with less than a 250-foot radius.
- The speed limit is 30 mph or less.
- Street frontage is at least 75% residential.
- The street is not part of the Regional Transit bus network.¹
- The street is not identified as an emergency response route by the Fire Department.¹
- The 85th percentile speed must be a minimum of 5 mph over the speed limit.
- Two-thirds majority of residents that vote are in favor of the installation of speed humps.²

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.
- The speed limit is 30 mph or less.

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

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

- Street frontage is adjacent to a school³ or park.
- The street is not part of the Regional Transit bus network.¹
- The street is not identified as an emergency response route by the Fire Department.¹
- The 85th percentile speed must be a minimum of 5 mph over the speed limit.
- Two-thirds majority of residents that vote are in favor of the installation of speed humps.⁴

Bypass

- The segment is a minimum of 500 feet in length between traffic controls, four-way intersections, and/or curves with less than a 250-foot radius.
- The speed limit is 30 mph or less.
- Street frontage is at least 75% residential.
- The street is not part of the Regional Transit bus network.¹
- The street is not identified as an emergency response route by the Fire Department.¹
- Average daily traffic (ADT) is at least 500 vehicles.
- The street(s) serve to bypass⁵ major streets with a four-way stop, a signalized intersection, or another street with speed humps.
- Two-thirds majority of residents that vote are in favor of the installation of speed humps.

Project Identification

In order for a street to be studied for speed humps, a petition signed by residents from ten households on the affected street must first be submitted.

PROJECT RANKING PROCESS

Streets which meet the minimum criteria, as specified above, 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 Preschool, day care school, elementary, middle or high school.

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

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

3. **Speed** ----- (Max. Points: No Limit)
Points = 5 points for every 85th percentile speed of traffic exceeding the speed limit.

Parks and Schools

1. **Volume** ----- (Max. Points: No Limit)
Points = Average Daily Traffic Volume / 50
2. **Frontage**----- (Max. Points: No Limit)
Points = (# of residential units fronting the street) + (lineal feet of apartment frontage / 25 feet) + (lineal feet of school frontage / 25 feet) + (lineal feet of park frontage / 25 feet) + (lineal feet of playground frontage / 25 feet)
3. **Speed**----- (Max. Points: No Limit)
Points = 5 points for every 85th percentile speed of traffic exceeding 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

PROJECT RANKING SUMMARY

Residents may request speed humps for their street by submitting a completed petition at any time during the year. The streets are then evaluated and ranked according to the guidelines criteria. New ranked streets are then added to the speed hump list. The addition of new streets will result in a new ranking for streets already on the speed hump list.

Each spring, based on program funding, residents on the top ranked streets in each Council District are balloted to determine if the street will receive speed humps. Generally, all streets on the Parks/Schools list are also balloted.

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

Many of the streets on the Speed Hump list (18% or 32 of 179 streets) are also in a neighborhood that has applied for the City's Neighborhood Traffic Management Program (NTMP). This program takes into consideration the traffic concerns of an entire neighborhood rather than one street as the Speed Hump Program does. Depending on the ranking of a street,

speed humps may be installed sooner as part of the NTMP traffic calming plan if approved by the neighborhood.

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

At the time of the printing of this Transportation Programming Guide, there were 179 streets on the Speed Hump List (see Table I-1). A map showing the locations of the 5 highest ranked streets per Council District and the Parks and School locations is shown as Figure I-1.

TABLE I-1

YEAR 2004 - SPEED HUMP PROGRAM

2004 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
COUNCIL DISTRICT 1										
1	1	WESTLAKE DR	TROUVILLE LN	HAWKVIEW LN	RESID	48.58	36	25	19	122.6
2	1	JEFFERSON AV	NORTHGATE BL	AMERICAN AV	RESID	11.2	38	25	21.08	97.3
3	1	NORSTROM WY	NORLAND DR	NORMINGTON DR	RESID	5.7	34	25	42	92.7
4	1	WINDSONG ST	WINDSONG ST (W)	WINDSONG ST (E)	RESID	16.68	30	25	49	90.7
5	1	OSUNA WY	AZEVEDO DR	LEJANO WY	RESID	7.64	31	25	43	80.6
6	1	SAINTSBURY DR	DUCKHORN DR	FAR NIENTE WY	RESID	8.26	29	25	47	75.3
7	1	THELMA AV	HAWK AV	EL CAMINO AV	RESID	19.96	32	25	17.08	72.0
8	1	WISCONSIN AV	NORTHGATE BLVD	NATOMA ST	RESID	7.84	31	25	32	69.8
9	1	AZUSA ST	MORELL ST	END (w)	RESID	6.42	30	25	38	69.4
10	1	INNOVATOR DR	IOLITE WY	DRUSY AV	RESID	9.18	30	25	34	68.2
11	1	WEISE WY	ERIN DR	FAIRWEATHER DR	RESID	7.16	31	25	30	67.2
12	1	TENAYA AV	NORTHGATE BL	NATOMA ST	RESID	6.32	31	25	29	65.3
13	1	PEBBLESTONE WY	TRUXEL RD	STONECREEK DR	RESID	12.9	31	25	21	63.9
14	1	WILSON AV	NORTHGATE BL	NORTHGLEN ST	RESID	9.5	31.33	25	22	63.2
15	1	MILL OAK WY	TRUXEL RD	PEBBLEWOOD DR	RESID	12.44	30	25	23	60.4
16	1	WOODRIDGE OAK WY	TRUXEL RD	STONECREEK DR	RESID	6.36	29	25	31	57.4
17	1	BROADLAND ST	TANZANITE CT	ENDEAVOR WY	RESID	5.28	29	25	31	56.3
18	1	GREENLEA AV	REINER WAY	THELMA AVE	RESID	3.56	28	25	37	55.6
19	1	LEJANO WY	OSUNA WY	AZEVEDO DR	RESID	7.38	29	25	26	53.4
20	1	WIESE WY	ERIN DR	MENDEL WY	RESID	10.08	29	25	23	53.1

NOTE: Streets with an 85th percentile speed of 28 or 29 mph do not qualify for speed humps. However, these streets are maintained on the speed hump list for monitoring purposes.

TABLE I-1

YEAR 2004 - SPEED HUMP PROGRAM

2004 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
21	1	RUDGER WY	ERIN DR	MENDEL WY	RESID	5.6	29	25	27	52.6
22	1	ROCKYBEND DR	PEBBLEWOOD DR	TRUXEL RD	RESID	4.72	29	25	27	51.7
23	1	ZENOBIA WY	BRIDGEFORD DR	SAN JUAN RD	BYPASS	9.12	30	25	19	45.2
24	1	HAGGIN AV	NORCROSS DR	NORMINGTON DR	RESID	5.94	28	25	20	40.9

COUNCIL DISTRICT 2

1	2	KINNAIRD WY	OLMSTEAD DR	DANVILLE WY	RESID	7.04	40	25	29	111.0
2	2	SONOMA AV	MARYSVILLE BL	CALLECITA ST	RESID	28.82	38	25	17	110.8
3	2	HARRIS AV	TAYLOR ST	ALTOS AVE	RESID	27.68	36	25	27	109.7
4	2	SANTIAGO AV	GROVE AV	EDGEWATER RD	BYPASS	18.7	31	25	23	100.7
5	2	RENE AV	ASTORIA ST	WINTERS ST	RESID	11.32	37	25	20	91.3
6	2	DRY CREEK RD	GRAND AVE	SOUTH AVE	RESID	35.02	36	25	0	90.0
7	2	GRAVES AV	MABEL ST	BOZEMAN ST	RESID	8.5	34.03	25	32	85.7
8	2	PINEDALE AV	SULLY ST	90 DEG BEND (W)	RESID	6.16	38	25	14	85.2
9	2	JESSIE AV	RIO LINDA BL	MAY ST	RESID	13	36	25	15	83.0
10	2	GRACE AV	BETHESDA CT	BOLLENBACHER AV	RESID	6.9	33	25	33	79.9
11	2	ROOD AV	DRY CREEK RD	ACME AVE	RESID	8.98	34	25	25	79.0
12	2	ESTES WY	ENGLEWOOD	BOLLENBAC	RESID	16.56	32	25	27	78.6
13	2	WINDCLOUD AV	(West) curve of Windcloud	end of Wincloud Ave.	RESID	4.12	31.27	25	42	77.5
14	2	RIVERA DR	RIO LINDA BL	MAY ST	RESID	15.94	31.5	25	25	73.4
15	2	MAY ST	JESSIE AVE	BELL AVE	RESID	11.08	34	25	17	73.1
16	2	GRACE AV	NORWOOD AVE	SEAWIND DR.	RESID	11.44	33.8	25	15	70.4

NOTE: Streets with an 85th percentile speed of 28 or 29 mph do not qualify for speed humps. However, these streets are maintained on the speed hump list for monitoring purposes.

TABLE I-1

YEAR 2004 - SPEED HUMP PROGRAM

2004 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
17	2	BOLLENBACHER AV	KELTON WAY	LOVELAND AVE	RESID	9.66	32	25	24	68.7
18	2	STANDRICH ST	BELL AV	GUNNISON AV	RESID	14.98	32	25	16	66.0
19	2	FELL ST	BELL AV	LONGSHORE DR	RESID	10.76	32	25	18	63.8
20	2	LAS PALMAS AV	BRANCH ST	DEL PASO BL	RESID	10.08	32.23	25	12	58.2
21	2	TAILWIND DR	BAYWIND DR	CROSSWIND DR	RESID	5.2	28.44	25	31	53.4
22	2	WIND CREEK DR	HUNTER CREEK DR	WIND CREEK DR	RESID	6.32	28.77	25	21	46.2
23	2	BRECKENRIDGE WY	BOLLENBACHER AVE	GUNNISON AVE	RESID	3.62	28	25	25	43.6
24	2	CALLECITA ST	ARCADE BL	SONOMA AV	RESID	5.5	28	25	23	43.5
25	2	CROSSWIND DR.	TIDEWIND DR.	TAILWIND DR.	RESID	2.18	28.07	25	25	42.5

COUNCIL DISTRICT 3

1	3	PINELL ST	SOUTH AV	GRAND AV	RESID	22.64	34	25	40	107.6
2	3	SONOMA AV	DEL PASO VL	MARYSVILLE BL	RESID	17.16	37	25	24.8	102.0
3	3	DEL PASO BL/ RIPLEY S	ROANOKE AV	ASTORIA ST	RESID	5.48	38.4	25	12	84.5
4	3	45TH ST	D ST	F ST	RESID	21.16	30	25	27	73.2
5	3	51ST ST	H ST	J ST	RESID	21.22	28	25	29	65.2
6	3	41ST ST	H ST	J ST	RESID	13.62	28	25	30	58.6
7	3	42ND ST	H ST	J ST	RESID	8.98	29	25	29	58.0
8	3	42ND ST	F ST	H ST	RESID	12.88	28	25	25	52.9
9	3	48TH ST	H ST	J ST	RESID	17.28	28	25	19	51.3
10	3	54TH ST	F ST	H ST	RESID	5.74	28	25	30	50.7

NOTE: Streets with an 85th percentile speed of 28 or 29 mph do not qualify for speed humps. However, these streets are maintained on the speed hump list for monitoring purposes.

TABLE I-1

YEAR 2004 - SPEED HUMP PROGRAM

2004 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
COUNCIL DISTRICT 4										
1	4	RICKEY DR	FRUITRIDGE RD	CLAUDIA DR	BYPASS	25.64	28	25	11	93.0
2	4	5TH AV	FREEPORT BL	19TH ST	BYPASS	13.32	28	25	29	79.9
3	4	FORDHAM WY	13TH ST	14TH ST	RESID	5.78	33	25	33	78.8
4	4	SANTA BUENA WY	SWANSTON ST	11TH AVE	RESID	8.24	37	25	7	75.2
5	4	FLINT WY	MC CLATCHY WY	SAN LUIS CT	RESID	4.06	31	25	39	73.1
6	4	JACKS LN	32ND AVE	34TH AVE	RESID	5.62	30	25	37	67.6
7	4	34TH AV	GILGUNN WY	RICKEY DR	RESID	4.2	28	25	38	57.2
8	4	HARIAN WY	FREEPORT BLVD	HILLARD WAY	RESID	11.84	29.13	25	24.64	57.1
9	4	EL GRANERO WY	FRUITRIDGE RD	34TH AV	RESID	3.38	28	25	38	56.4
10	4	LA CAMPANA WY	FRUITRIDGE RD	34TH AVE	RESID	5.86	28	25	34	54.9
11	4	MC CLATCHY WY	MUIR WY	FREEMONT WY	RESID	9.44	29	25	24.82	54.3
12	4	THEO WY	EUCLID AVE	W. CURVE	RESID	3.86	30	25	25	53.9
13	4	REGINA WY	MARKHAM WY	VALLEJO WY	RESID	6.42	28	25	17	38.4
14	4	23RD ST	12TH AV	8TH AV	RESID	3.56	28	25	19	37.6
COUNCIL DISTRICT 5										
1	5	12TH AV	MLK	40TH ST	RESID	28.08	39	25	34	132.1
2	5	28TH ST	35TH AV	38TH AV	RESID	20.34	40	25	17	112.3
3	5	36TH ST	12TH AV	16TH AV	RESID	13.68	35	25	43	106.7
4	5	33RD AV	28TH ST	FRANKLIN BL	RESID	11.34	31.5	25	49	92.8
5	5	34TH ST	16TH AV	19TH AV	RESID	29.56	31	25	29	88.6

NOTE: Streets with an 85th percentile speed of 28 or 29 mph do not qualify for speed humps. However, these streets are maintained on the speed hump list for monitoring purposes.

TABLE I-1

YEAR 2004 - SPEED HUMP PROGRAM

2004 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
6	5	FLORIN FRNTG RD (N)	21ST ST	TAMOSHANTER	RESID	11.4	34.79	25	22	82.4
7	5	44TH ST	8TH AV	12TH AV	RESID	33.34	28	25	32	80.3
8	5	25TH AV	36TH ST	MLK BL	RESID	12.06	32	25	32	79.1
9	5	33RD ST	12TH AV	16TH AV	RESID	34.34	29	25	21	75.3
10	5	23RD ST	24TH AV	IRVIN WY	RESID	11.84	31	25	31	72.8
11	5	EDNA ST	24TH ST	26TH ST	RESID	7.36	32	25	29	71.4
12	5	28TH ST	26TH AV	29TH AV	RESID	24	31	25	16	70.0
13	5	PORTOLA WY	26TH ST	FRANKLIN BL	RESID	7.2	30	25	37	69.2
14	5	JEFFERY AV	SUTTERVILLE RD	WILMINGTON AV	RESID	7.36	30	25	36	68.4
15	5	DANA WY	MURIETA WY	IRVIN WY	RESID	8.42	31.54	25	26	67.1
16	5	26TH AV	36TH ST	MLK BL	RESID	23.82	28	25	28	66.8
17	5	KNIGHT WY	MURIETA WY	24TH ST	RESID	9.5	30	25	31	65.5
18	5	7TH AV	33RD ST	37TH ST	RESID	8.58	28	25	40	63.6
19	5	HOOKE WY	24TH STREET	IRVIN WY	RESID	6.66	30	25	31	62.7
20	5	36TH ST	12TH AV	10TH AV	RESID	19.18	29	25	23	62.2
21	5	39TH AV	24TH ST	26TH ST	RESID	6.52	30	25	30	61.5
22	5	36TH ST	16TH AV	19TH AV	RESID	18.06	29.8	25	19	61.1
23	5	43RD ST	2ND AVE	4TH AVE	RESID	10.54	29	25	28	58.5
24	5	10TH AV	FRANKLIN BL	EAST CURTIS DR	RESID	7.82	29.46	25	28	58.1
25	5	52ND ST	14TH AVE	11TH AVE	RESID	10.04	29.6	25	25	58.0

NOTE: Streets with an 85th percentile speed of 28 or 29 mph do not qualify for speed humps. However, these streets are maintained on the speed hump list for monitoring purposes.

TABLE I-1

YEAR 2004 - SPEED HUMP PROGRAM

2004 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
26	5	42ND ST	2ND AV	4TH AV	RESID	10.08	29	25	25	55.1
27	5	SAMPSON BL	MC GLASHEN ST	FRUITRIDGE RD	RESID	3.58	28.4	25	29	49.6
28	5	CUTTER WAY	10TH AV	12TH AV	RESID	6.3	28	25	21	42.3
29	5	32ND ST	6TH AV	10TH AV	RESID	5	28	25	13	33.0
30	5	DEEBLE ST	24TH AVE	21ST AVE	RESID	7.86	28	25	10	32.9

COUNCIL DISTRICT 6

1	6	9TH AV	65TH ST	SAN JOAQUIN ST	RESID	9.86	35	25	32	91.9
2	6	TORONTO WY	TORONTO WY	VANDENBERG DR	RESID	6.76	30	25	43	74.8
3	6	58TH ST	T ST	2ND AVE	RESID	9.34	31	25	30	69.3
4	6	40TH AVE	65TH ST	69TH ST	RESID	16.18	32	25	18	69.2
5	6	TIERRA WOOD WY	BRIDLE TRAIL WY	TIERRA GREEN WY	RESID	9.92	29	25	38	67.9
6	6	CLIFFWOOD WY	TERILYN ST	CHIPLAY ST	RESID	13.48	28	25	30	58.5
7	6	64TH ST	JANSEN DR	McMAHON DR	RESID	7.7	31	25	19	56.7
8	6	BRIGGS DR	TORTOLA WY	CITY / COUNTY LINE	RESID	20.6	28	25	19	54.6
9	6	MARSALLA CT	SOUTH OF 14TH AVE	END OF ST	RESID	4.14	29	25	30	54.1
10	6	CLIFFWOOD WY	WISSEMANN DR	90 DEGREE CURVE	RESID	2.84	28	25	30	47.8

COUNCIL DISTRICT 7

1	7	HALKEEP WY	VALLEY HI DR	CAMINO ROYAL DR	BYPASS	22.24	30	25	20	133.4
2	7	DURFEE WY	WINDBRIDGE DR	SOUZA CR	RESID	17.36	31	25	34.2	81.6
3	7	WINDWARD WY	ASHORE WY	WEST ELBOW	RESID	5.14	30	25	35	65.1
4	7	SEA FOREST WY	DEERLAKE DR	ELBOW	RESID	10.84	29	25	32	62.8

NOTE: Streets with an 85th percentile speed of 28 or 29 mph do not qualify for speed humps. However, these streets are maintained on the speed hump list for monitoring purposes.

TABLE I-1

YEAR 2004 - SPEED HUMP PROGRAM

2004 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
5	7	HIDDEN COVE CR	RUSH RIVER DR	E ELBOW	RESID	2.38	31.18	25	23	56.3
6	7	LINDBROOK WY	GRANDSTAFF DR	EAST ELBOW	RESID	12.32	29	25	23	55.3
7	7	MONAGHAN CR	EAST ELBOW	RICHON DR	RESID	6.2	29	25	27	53.2
8	7	LA SOLANA WY	VALLEY HI DR	TORRENTA WAY	RESID	7.8	31	25	15	52.8
9	7	BLUE WATER CR (N LEG)	RUSH RIVER DR	W. ELBOW	RESID	5.78	29	25	27	52.8
10	7	CACHE RIVER CR	W ELBOW	DE MAR AV	RESID	3.648	30.36	25	19	49.4
11	7	BLUE WATER CR (S)	RUSH RIVER DR	ELBOW	RESID	6.44	28	25	27	48.4
12	7	SHAW RIVER WY	GLORIA DR	RUSH RIVER DR	RESID	4.04	28	25	27	46.0
13	7	ORENZA WY	MONTRIL WY	SAN SEBASTIAN WY	RESID	9.32	29	25	11	40.3

COUNCIL DISTRICT 8

1	8	AMHERST ST	FLORIN RD	MEADOWVIEW RD	RESID	42.58	33	30	99	156.6
2	8	SEYFERTH WY	LA MANCHA WY	CENTER PK	RESID	25.36	35	25	83	158.4
3	8	MATSON DR	21ST ST	TAMOSHANTER WY	RESID	39.32	37	25	27	126.3
4	8	69TH AV	LOMA VERDE DR	29TH ST	RESID	14.02	40	25	21	110.0
5	8	69TH AV	CANDLEWOOD WY	SYLVIA WY	RESID	21.88	35	25	31.6	103.5
6	8	HENRIETTA DR	MEADOWVIEW RD	MATSON DR	RESID	25.04	36	25	21	101.0
7	8	65TH AV	21ST ST	TAMOSHANTER WAY	RESID	19.72	34	25	26	90.7
8	8	LOMA VERDE WY	29TH ST	69TH AV	RESID	23.58	33	25	26	89.6
9	8	15TH ST	65TH AV	68TH AV	RESID	9.36	38	25	15	89.4
10	8	MANORSIDE DR	MEADOWVIEW RD	71ST AV	RESID	19.14	32	25	32	86.1
11	8	DEER CREEK DR	DEER HILL DR	EAST ELBOW	RESID	29.7	30	25	28	82.7

NOTE: Streets with an 85th percentile speed of 28 or 29 mph do not qualify for speed humps. However, these streets are maintained on the speed hump list for monitoring purposes.

TABLE I-1

YEAR 2004 - SPEED HUMP PROGRAM

2004 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
12	8	67TH AV	TAMOSHANTER WY	EAST 90 DEGREE	RESID	5.78	32	25	36	76.8
13	8	STOCKDALE ST	65TH AV	68TH AV	RESID	7.44	32	25	31	73.4
14	8	ONEIL WY	19TH ST	21ST ST	RESID	7.12	33	25	26	73.1
15	8	COTTONTAIL WY	MANDY DR	ELBOW	RESID	5.32	32.34	25	31	73.0
16	8	ANOKA AV	18TH ST	AMHERST ST	RESID	7.72	30	25	39	71.7
17	8	ONEIL WY	TAMOSHANTER WY	21ST ST	RESID	8.24	31	25	33	71.2
18	8	DEER CREEK DR	ARMADALE WY	NORTH ELBOW	RESID	27.56	30	25	18	70.6
19	8	RED DEER WY	DEER CREEK DR	DEER GLEN WY	RESID	18.7	32	25	14	67.7
20	8	CASA LINDA DR	FLORES WAY	TWILIGHT DRIVE	RESID	11.06	32	25	20	66.1
21	8	WAKEFIELD WY	CROMWELL WAY	17TH ST	RESID	5.38	33	25	20	65.4
22	8	ROTHERTON WY	SEYFERTH WAY	WARDELL WAY	RESID	5.36	31	25	30	65.4
23	8	PIERRE AV	22ND ST	23RD ST	RESID	6.62	30.79	25	28	63.6
24	8	SPRINGMAN ST	65TH AV	GARDENDALE RD	RESID	7.16	29.73	25	32	62.8
25	8	BENBOW ST	65TH AV	68TH AV	RESID	6.08	30	25	31	62.1
26	8	SUNNYFIELD WY	HERMITAGE WY	ELBOW	RESID	10.18	30	25	26	61.2
27	8	WINKLEY WY	WEST ELBOW	PERMAR STREET	RESID	6.86	31	25	24	60.9
28	8	SKELTON WY	KIRK WAY	NORTH ELBOW	RESID	5.08	29	25	34	59.1
29	8	LA CASTANA WY	LA SOMBRA WY	LA ALMENDRA WY	RESID	3.94	30	25	30	58.9
30	8	TILDEN WY	21ST ST	68TH AV	RESID	4.9	28	25	39	58.9
31	8	CULPEPPER DR	JACINTO AVE	EAST ELBOW	RESID	17.72	28	25	26	58.7

NOTE: Streets with an 85th percentile speed of 28 or 29 mph do not qualify for speed humps. However, these streets are maintained on the speed hump list for monitoring purposes.

TABLE I-1

YEAR 2004 - SPEED HUMP PROGRAM

2004 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
32	8	WARDELL WY	TEFLER WY	END	RESID	9	30.92	25	19	57.6
33	8	69TH AV	AMHERST ST	SCHREINER ST	RESID	7.14	31	25	20	57.1
34	8	WAKEFIELD WY	CROMWELL WY	63RD AV	RESID	6.68	29	25	29	55.7
35	8	CADJEW AV	TEEKAY WY	ELBOW	RESID	4.72	29.83	25	26	54.9
36	8	BALFOUR WY	68TH AVE	POIRIER WAY	RESID	10.18	29	25	23	53.2
37	8	18TH ST	MATSON WY	KIRK WY	RESID	4.58	29.07	25	28	52.9
38	8	BENBOW ST	65TH AVE	68TH AV	RESID	5.32	28	25	31	51.3
39	8	HOLLYBROOK DR	FALMOUTH WY	PORT HAYWOOD WY	RESID	4.34	28	25	29	48.3
40	8	22ND ST	65TH AV	67TH AV	RESID	3.58	29	25	24	47.6
41	8	25TH ST	LARAMORE WY	TEEKAY WY	RESID	1.88	30	25	18	44.9
42	8	HERMES CR	MARATHON CT	EAST ELBOW	RESID	2.76	28	25	24	41.8

PARKS AND SCHOOLS

1	1	RIO TIERRA AV	NORTHSTEAD DR	NORTHGATE BL	PK&SCH	58.96	36	25	34	148.0
2	1	CREST DR	NORTH BEND DR	KANE AV	PK&SCH	49.42	31	25	55.92	135.3
3	2	MAIN AV	RALEY BL	DRY CREEK RD	PK&SCH	25.78	40.98	30	27.2	107.9
4	8	TORRANCE AV	29TH ST	32ND ST	PK&SCH	14.7	37	25	32	106.7
5	2	FIG ST	SOUTH AV	CURVE	PK&SCH	16.12	33	25	33.32	89.4
6	8	DAMASCAS DR	WHITMORE ST	SHELBY ST	PK&SCH	7.12	36.07	25	19	81.5
7	4	PIEDMONT DR	SEAMAS AV	SEAMAS AV	PK&SCH	6.9	32	25	36	77.9
8	1	FREDERICKSBURG WY	MINDEN WY	N CURVE	PK&SCH	13.3	31	25	32.12	75.4
9	1	WINDSONG ST	WINDCATCHER CT	GOOSE HAVEN CT	PK&SCH	5.28	29	25	48.52	73.8

NOTE: Streets with an 85th percentile speed of 28 or 29 mph do not qualify for speed humps. However, these streets are maintained on the speed hump list for monitoring purposes.

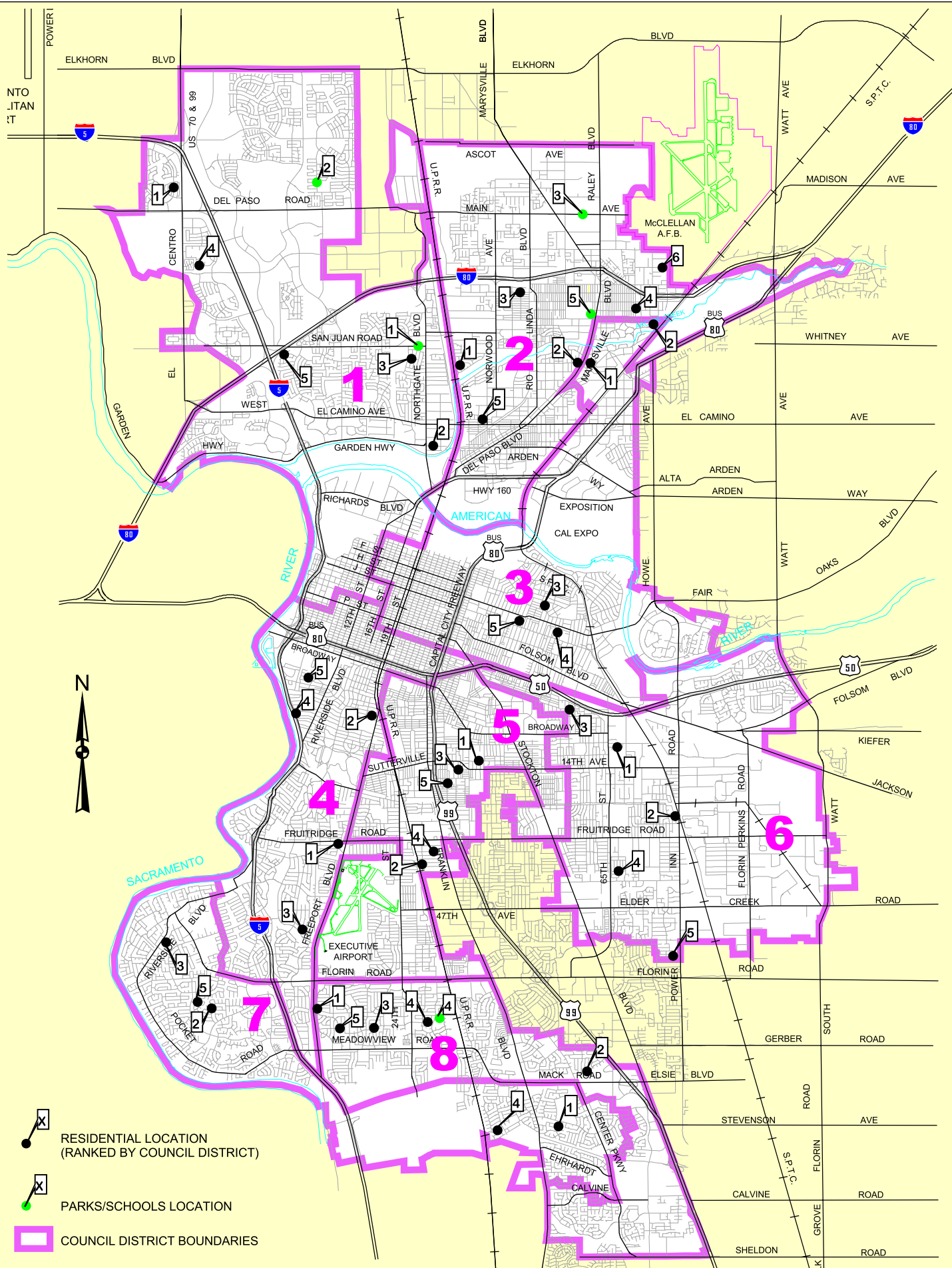
TABLE I-1

YEAR 2004 - SPEED HUMPH PROGRAM

2004 RANK	DISTRICT	MAJOR STREET	BOUNDARY STREET	BOUNDARY STREET	TYPE	VOLUME POINTS	85TH% SPEED	SPEED LIMIT	FRONTAGE POINTS	TOTAL POINTS
10	8	32ND ST	LOMA VERDE WY	TORRANCE AV	PK&SCH	9.36	30	25	26.68	61.0
11	1	WEST RIVER DR	ORCHARD LN	EL CAMINO AV	PK&SCH	14.8	28	25	17.6	47.4

NOTE: Streets with an 85th percentile speed of 28 or 29 mph do not qualify for speed humps. However, these streets are maintained on the speed hump list for monitoring purposes.

FIGURE H-1



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

DEVELOPMENT DRIVEN

INTRODUCTION:

The projects presented in the nine program areas of the 2004 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 fully 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:

- Jacinto Creek Planning Area (JCPA)
- North Natomas
- Richards Boulevard/Railyards Area
- Granite Regional Park
- South Natomas

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.

JACINTO CREEK PLANNING AREA (JCPA)

Summary Of Capital And Developer Improvements

This section of the Transportation Programming Guide will summarize a variety of improvements being constructed in the 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. Most of the improvements are drainage facilities and are funded by private landowners. A portion of the improvements are roadway facilities that will be funded as part of the CIP and possibly developer funded. Much of the public improvements in the JCPA will be funded by three (3) impact fees. They are the JCPA Public Facility Fee (PFF), the Drainage Fee and Channel Fee that fund improvements for roads, drainage and water distribution facilities.

The Public Facility Fee (PFF), Drainage and Channel fees were established with the adoption of the JCPA Financing Plan. The plan was first approved in 1997, and is scheduled for updating in 2004. The JCPA area includes nearly the entire Jacinto Creek Community Plan. The finance plan was originally planned to fund \$11.3 million dollars in public improvement facilities. Of that the JCPA fees would fund \$7.8 million dollars. In November 1999, the Park component of the PFF fees was removed decreasing JCPA funded improvements to \$6.754 million. Projects include water distribution lines, drainage facilities, and transportation improvements along Bruceville and Sheldon Road widenings.

The PFF portion of the fees provides for a portion of the total cost of the roadway widening, including intersection improvements and signalization with funding sources identified from a combination of Mello-Roos CFD revenues, Sacramento County Laguna Roadway fees, City major street construction taxes and developer frontage improvements. As well, the PFF allows for reimbursement for developer funded water distribution systems. Payment of the PFF fee is required of all private development projects in the JCPA. Funding of transportation projects will require the utilization of both existing and new funding sources. The impact fee is structured to utilize existing fee and bond funding sources to the extent possible; to insure that basic infrastructure is in place when needed for the development; the cost of major infrastructure is distributed equally among the property owners; and each developer pays a fair-share for necessary infrastructure.

Overview of the Public Facility Fee

The JCPA Financing Plan was established with the adoption of the JCPA Financing Plan. The plan was approved in 1997 and is scheduled for updating in 2004.

The PFF will ultimately fund \$1.001 million dollars in public roadway improvements. These improvements include:

- Major Roadway Widening
- Signals

Payment of the PFF is required of all private development projects in the JCPA. The impact fee is structured to ensure:

- Basic infrastructure is in place when needed for development;
- The costs of major infrastructure is distributed fairly among the property owners;
- Each developer pays a fair-share for necessary infrastructure.

Provision of Infrastructure through the Public Facility Fee

Improvements funded by the PFF may be constructed in several ways. Improvements may be built by the City, using PFF revenues and other available sources, or by private developers as part of their development project(s). Private landowners may construct roadway improvements included in the PFF program for which they will be reimbursed. The major road segments will be built by the City, however due to the timing of development, developers may construct some portions of the roadway project.

Improvements Funded by the Public Facility Fee

Transportation improvements in the JCPA will be constructed as needed to accommodate build-out of the community plan area. Criteria used to prioritize improvements to be constructed with the PFF are shown in Table J-1. These criteria are listed in no particular order.

PUBLIC FACILITY FEE PROJECT SELECTION CRITERIA	
TABLE J-1	
• Accommodate traffic growth	• Feedback from Council and City offices
• Community feedback	
• Available funding	• Close a gap in transportation network

The PFF will be used to fund transportation improvements and other public facilities. The CIP includes several improvements to be funded (in whole or in part) by the PFF, including roadway widening and water distribution. A summary of costs of the transportation projects is shown in Table J-2. It should be noted that not all of the PFF funds programmed for the next five years will be available when needed. In these cases, funds will be sought from other sources, typically in the form of a loan to the PFF

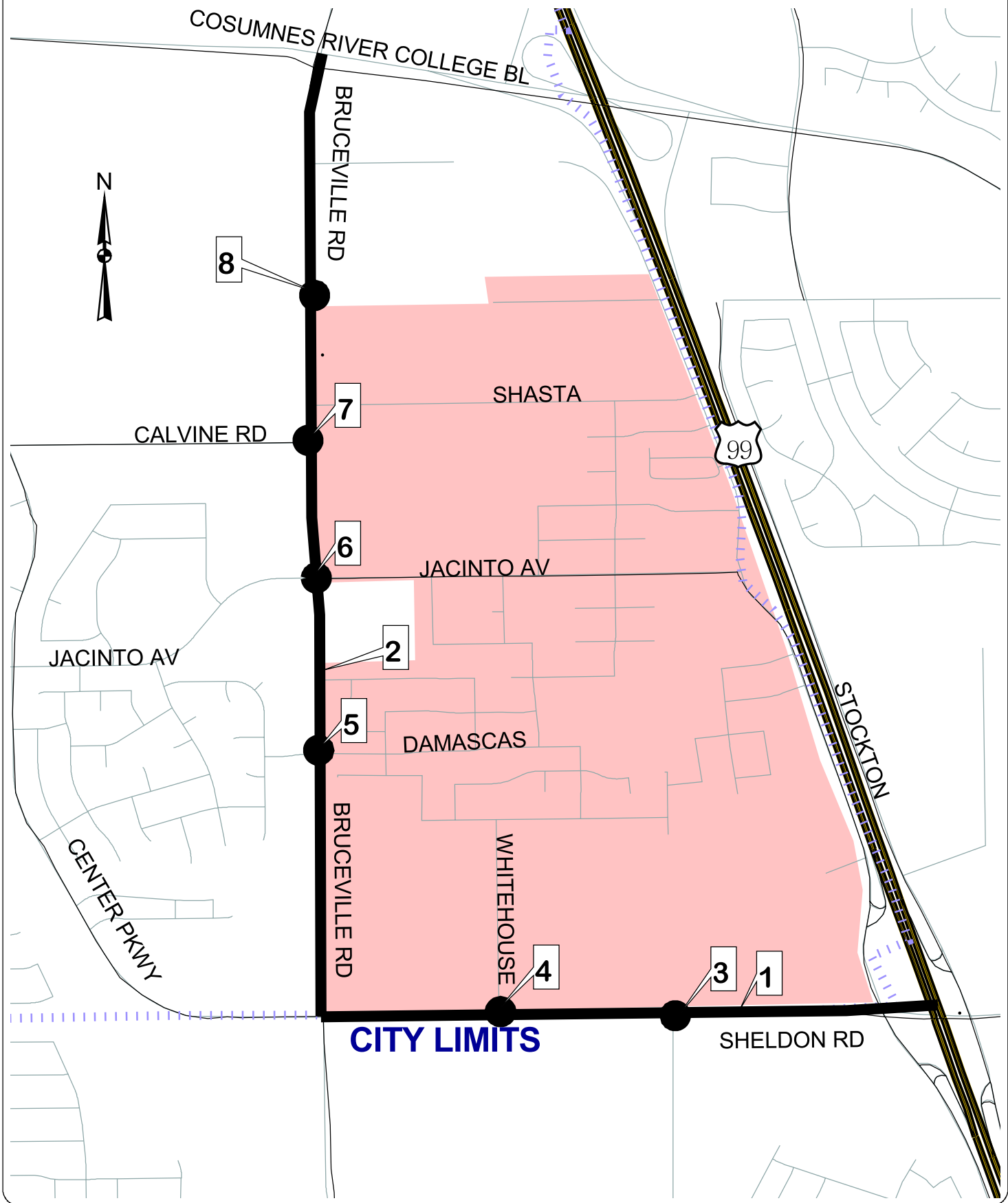
JACINTO CREEK PLANNING AREA TRANSPORTATION PROJECTS

TABLE J-2

REF#	PROJECT	DESCRIPTION	DELIVERY YEAR	WORK PERFORMED BY	ESTIMATED COST \$1,000	CITY FUNDS REQUIRED
1	Sheldon Road Widening	Widen Sheldon Road between Bruceville Road and Highway 99 from 2 to 6 lanes (lanes 5 & 6 provided by developer)	2004	Elk Grove	\$1,061	No
2	Bruceville Road Widening	Widen Bruceville Road between Cosumnes Road and Sheldon Road to 4 lanes	2006	City	\$9,634	Yes
3	Sheldon Road / Road B Signal	Signalize the intersection of Sheldon Road and Road B	2004	Elk Grove	\$240	No
4	Sheldon Road / New Project Roadway Signal	Signalize the intersection of Sheldon Road and New Project Roadway (between Bruceville Road and Road B)	2004/2005	Developer	\$240	No
5	Bruceville Road / Damascus Drive Signal	Signalize the intersection of Bruceville Road and Damascus Drive	2006	City	\$375	Yes
6	Bruceville Road / Jacinto Road Signal	Signalize the intersection of Bruceville Road and Jacinto Road	2006	City	\$375	Yes
7	Bruceville Road / Calvine Road Signal	Signalize the intersection of Bruceville Road and Calvine Road	2006	City	\$375	Yes
8	Bruceville Road / Cosumnes College East Entrance Signal	Signalize the intersection of Bruceville Road and Cosumnes College East Entrance	2005	City	\$375	No

FIGURE J-1

Jacinto Creek Planning Area Transportation Projects

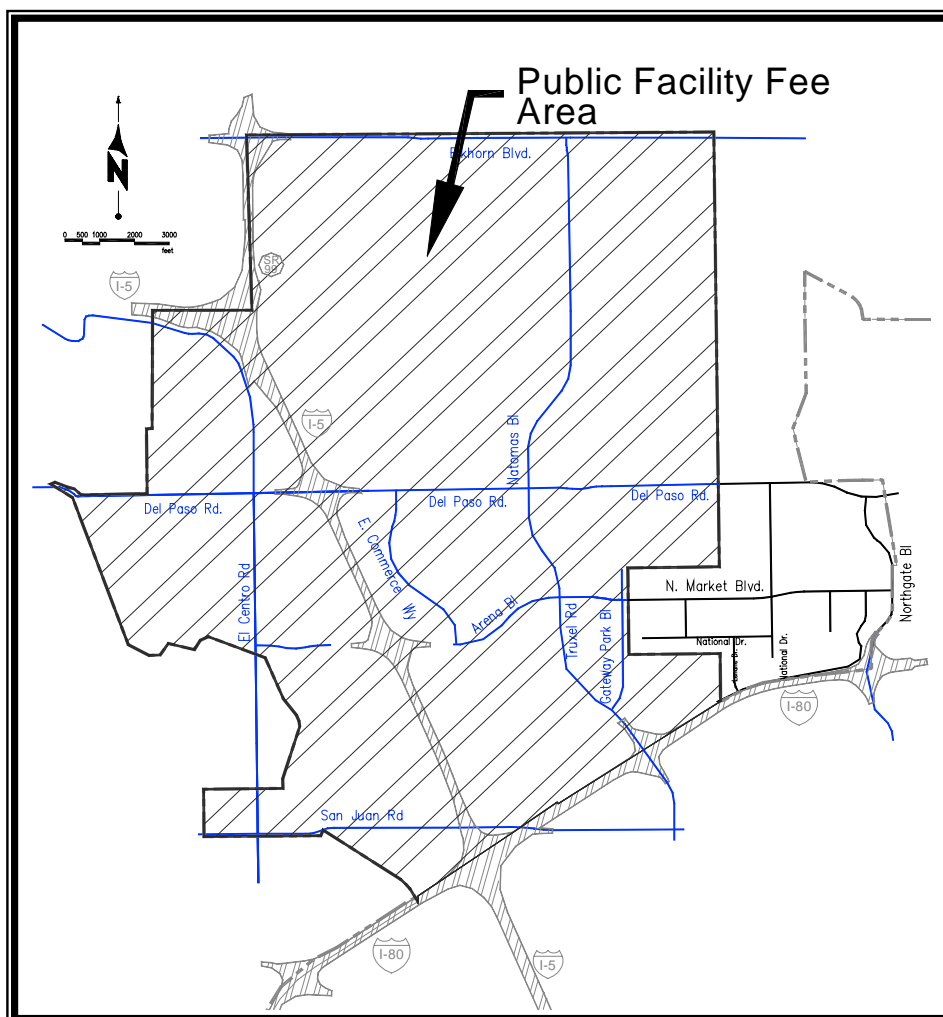


NORTH NATOMAS

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

The Public Facility Fee (PFF) was established with the adoption of the North Natomas Financing Plan. The plan was first approved in 1994, and was last updated in 2002. The PFF area includes nearly the entire North Natomas Community Plan, as shown in Figure K-1. The PFF will ultimately fund approximately \$121 million in transportation system improvements. Payment of the PFF is required of all private development projects in North Natomas. The fee is structured to insure that basic infrastructure is in place when needed for the development, the cost of major infrastructure is distributed equally among the property owners, and each developer pays a fair-share for necessary infrastructure.

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



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

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

Provision of Infrastructure Through the Public Facility Fee

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

Transportation Improvements in North Natomas

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

PUBLIC FACILITY FEE PROJECT SELECTION CONSIDERATIONS	
TABLE K-1	
• Public safety	• Feedback from Council and City offices
• Support economic development	
• Close a gap in transportation network	• Aesthetics and livability
• Environmental mitigation	• Promote alternate travel modes
• Accommodate traffic growth	• Community feedback
• Available funding	• Discussions with landowners

Table K-2 lists all of the major transportation improvements currently planned for North Natomas.

North Natomas - Major Transportation Projects			
Table K-2			
Project Description	Location & Description	Cost	City Funds Req'd?
Freeway Improvements			
A Street OC	New Freeway over crossing south of Del Paso Rd	\$2,580,000	No
Arena Bl Interchange	Construct Interchange and related improvements	\$10,970,000	No
El Centro OC	New freeway overdressing north of Del Paso Road	\$1,597,000	No
Elkhorn/SR99 Interchange	Widen Existing Interchange	\$2,762,000	No
Freeway Landscaping	Landscaping along freeways	\$5,541,000	No
Meister Way OC	New freeway overdressing south of Elkhorn Boulevard	\$1,006,000	No
S Loop Road OC	New Freeway over crossing south of Arena Boulevard	\$1,597,000	No
W El Camino /I-80 Int	Widen Existing Interchange	\$2,708,000	No
Subtotal - Freeways		\$28,761,000	
Major Roads			
Snowy Egret Way	New 4-lane south of Del Paso Rd, El Centro Rd to E. Commerce Way	\$2,237,110	No
Arena Bl	6-lanes, Duckhorn to I-5 (with interchange)	\$783,357	No
Arena Bl	8-lanes, I-5 to E. Commerce Way (with Interchange)	\$785,042	No
Del Paso Road	6-lanes, El Centro Rd to I-5	\$391,678	No
Del Paso Road	6-lanes, East Drain to east city limits	\$1,781,225	No
East Commerce Way	4-lanes, Elkhorn Bl to Club Center Dr	\$3,076,026	No
East Commerce Way	6-lanes, Club Center Dr to Del Paso Rd	\$3,831,232	No
East Commerce Way	6-lanes, Arena Bl to South Loop	\$1,795,977	No
East Commerce Way	4-lanes, South Loop to San Juan Rd	\$1,894,960	No
El Centro Road	4-lanes, Del Paso Rd to Arena Bl	\$3,389,783	No
El Centro Road	4-lanes, Arena Bl to San Juan Rd	\$4,200,384	No
Elkhorn Bl	6-lanes, SR-99 to east city limits	\$10,571,737	No
Gateway Park Bl w/LS	4-lanes, Arena Bl to Truxel Rd	\$1,767,341	No
Natomas Bl	Widen to 6 lanes, North Park Dr to Del Paso Road	\$2,062,971	No
Natomas Crossing Dr	4-lanes, El Centro Rd to I-5	\$3,076,026	No
Natomas Crossing Dr	4-lanes, I-5 to E. Commerce Way	\$503,350	No
Subtotal - Major Roads		\$42,148,199	
Freeway Landscaping			
Freeway Landscaping	Various	\$5,541,000	No
Signals			
31 Signals	Various	\$8,797,000	Yes

North Natomas - Major Transportation Projects			
Table K-2			
Project Description	Location & Description	Cost	City Funds Req'd?
Bridges			
Canal Crossing	Roadway Crossing @ East Drain	\$384,000	No
Del Paso Road @ East Drain	Widen Crossing on westbound side	\$755,000	No
El Centro Road @ West Drain	Roadway Crossing @ West Drain	\$570,000	No
Elkhorn Blvd @ East Drain	Roadway Crossing @ East Drain	\$755,000	No
Natomas Crossing Dr @ West Drain	Roadway Crossing @ West Drain	\$570,000	No
Northpointe PUD Canal Crossing	Roadway Crossing @ East Drain	\$384,000	No
Parkway Plaza PUD Canal Crossing	Roadway Crossing @ East Drain	\$384,000	No
San Juan Road @ West Drain	Roadway Crossing @ West Drain	\$384,000	No
Subtotal - Bridges		\$4,186,000	
Alternate Mode Facilities			
Off-street Bikeway Crossings	Crossings of freeway, canals and streets, various locations	\$6,800,000	Yes
Off-Street Bikeways	Various	\$3,377,750	No
Shuttle Buses (10)	Local Shuttles	\$1,000,000	No
Subtotal - Alternate Modes		\$11,177,750	
Total North Natomas Major Transportation Projects		\$100,610,949	

RICHARDS BOULEVARD/RAILYARDS AREA

INTRODUCTION

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

The Railyards/Richards Boulevard Area Infrastructure Finance Plan was adopted on September 30, 1997 (Resolution 97-557). The Plan establishes a method for funding the public facilities identified in the Railyards/Richards Boulevard Area Facility Element, and the fee program is composed of both a transportation impact and a public facility fee. The public facilities fee, which covers facilities such as new fire and police stations, parks, schools, etc. is not discussed in this section. The total cost of the Railyards/Richards Boulevard Area infrastructure plan is estimated at \$519 million, and the Facility Plan calls for build out of the areas over a 35-year period (although build out will likely occur over a long period of time). The Finance Plan is based on the following assumptions:

- Federal, State, and Regional sources of funding will be allocated to the project in an estimated total amount of \$197.0 million.
- City of Sacramento and Redevelopment Agency funding will be allocated to the project in an estimated total amount of \$111.2 million.
- Transportation, school, and public facilities fees imposed on new development within the Railyards Specific Plan, Richards Boulevard Area Plan and Downtown Areas will generate an estimated total amount of \$135.6 million to be allocated to the project.
- Railyards and Richards Boulevard Area developers will allocate private capital to the project in an estimated total amount of \$69.3 million.

As of April, 2004 the City is anticipating major amendments to the adopted Facility Elements that will amend the list of Stage One, or 15-year transportation projects to be funded through the fee program. The proposed amendments are the result of 1) recommendations contained in the North Central Business District Access Study, 2) the pending development application to be submitted by the selected Railyards developer, and 3) the Sacramento Intermodal Transportation Facility Study. Amendment to the Facility Element will likely commence in 2004, but likely not be completed until 2005. The Finance Plan will be updated concurrent with the Railyards/Richards Boulevard Area community plan amendment process.

Overview of the Transportation Facility Fee

The \$135.6 million in Transportation Impact Fees anticipated to be collected over build out of the plan will fund the following categories of transportation improvements

- Construction of new arterial roadways

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

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

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

The fee program assigns the following transportation impact fees to new development:

TABLE L-1

Area Transportation Fee	Office Per sq. ft.	Hotel Per Room	Industrial Per sq. ft	Residential Per unit	Retail Per sq. ft.
Railyards Area	\$5.29	\$3,248	N/A	\$2,784	\$5.83
Richards Boulevard Area	\$5.51	\$1,523	\$2.00	\$2,900	\$6.07
Downtown Area	\$1.13	\$295	\$0.41	\$594	\$1.24

Provision of Infrastructure Through the Transportation Facility Fee

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

Improvements Funded by the Public Facility Fee

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

TABLE L-2

Transportation Facility Fee Project Selection Criteria	
Accommodate traffic growth	North-East Area Transportation Study Working Group
Available funding	Capitol Station District Board of Directors
Close gap in transportation network	Feedback from Council and City offices
Railyards/Richards Blvd Finance Plan Working Group	7 th Street Task Force
Leverage public funding	Promote catalyst development

Five Year List of Projects

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

TABLE L-3

Five Year List of Projects			
Project	Description	Responsible Entity	Projected Delivery Year
<u>Arterial Roadways</u>			
6 th Street Extension	Extend 6th Street north from G Street to Richards Boulevard at North 5th Street.	Development Driven	2008
5 th Street Extension	4-lane roadway from H to Gateway Boulevard.	Development Driven	2008
<u>Freeways</u>			
Richards Blvd./SR160	Create at-grade signalized intersection	City	2005
<u>Collector Roads</u>			
G Street (5 th – 7 th St) Extension	Extend G Street once rail mainline track relocated	Development Driven	2008
N. 7 th Street Widening (N. of Richards Blvd).	Widen 7 th Street to four lanes north of Richards Blvd (Cannery Development Project)	Development Driven	2008
N. 10 th Street Reconstruction	Reconstruct N. 10 th north of N. B St to Richards Blvd.	City	2007
North B Street Reconstruction	Reconstruct from North 7 th to North 10 th Street	City	2005
New Street	From N. 5 th to N. 10 th Street (Cannery and Continental Plaza developments)	Development Drive	2008
Vine Street	From N. 10 th Street to North 5 th	Developer	2008
Riverfront Drive	From N. 5 th to N. 7 th Street (Cannery Development Project)	Development Driven	2008

Five to Ten Year Project List

The five to ten year project list represents improvements that are largely driven by the level of private development.

TABLE L-4

Five to Ten Year Project List			
Project	Description	Responsible Entity	Projected Delivery Year
<u>Arterial Roadways</u>			
7 th Street Extension Phase II	Expand 7 th Street to four lane roadway (D Street to N. B Street) and accommodate DNA light rail extension	Development/ Regional Transit Driven	2010
H Street Extension	Construct 4 lane street between 2 nd Street and 5 th Street	City	2010
Gateway Blvd.	Construct a collector from the intersection of North B/12th Street southwest to an intersection with Railyards Access Road.	City	2012
<u>Freeways</u>			
I-5/Richards Boulevard Interchange Improvements	P.S.R., Environmental, and Design	City	2010
I-5/Richards Blvd (Phase II)	Expanded Interchange	City	2012
I-5/I Street ramp reconstruction	Reconstruct I-5 on-ramp at 3 rd /I Street intersection	City	2012
Railyards Access Road	Create roadway connection from I-5 / Richards to Railroad Technology Museum	City / Developer	20012
<u>Collector Roads</u>			
5th Street (N. of Richards)	Widen 5 th Street	Development Driven	2010
Riverfront Drive.	Extension from 5 th to Dreher St.	Development Driven	2012
N. 10 th St.	Widen N. 10 th north of Richards Blvd.	Development Driven	2012
F Street (6 th – 7 th Street) Extension	Extend F St. as transit serving roadway to the SITF	City	2010
<u>Transit Facilities</u>			
Sacramento Intermodal Transportation Facility Mainline rail relocation – improvements associate with rail track relocation Downtown / Natomas / Airport LRT Extension	Construct Phase I passenger rail and intercity rail facility	City	2010
	Grade separated pedestrian crossings under rail tracks	City / Developer/ U.P.R.R.	2010
	Extend LRT north from 7 th and K to Richards Blvd.	Regional Transit	2012

Major Improvements to be Provided by Landowners

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

Anticipated development includes the following:

Railyards Planning Area

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

Richards Boulevard Area

- Construction of new streets as part of various private development projects related to approved and pending entitlement applications, including:
- North Town Planned Unit Development
- Discovery Center Office Park
- Continental Plaza Office Park
- Jibboom Street PG&E Building Redevelopment
- State Printing Plant site redevelopment

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

GRANITE REGIONAL PARK

Planned Unit Development (PUD)

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

Transportation Improvements in Granite Park

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

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

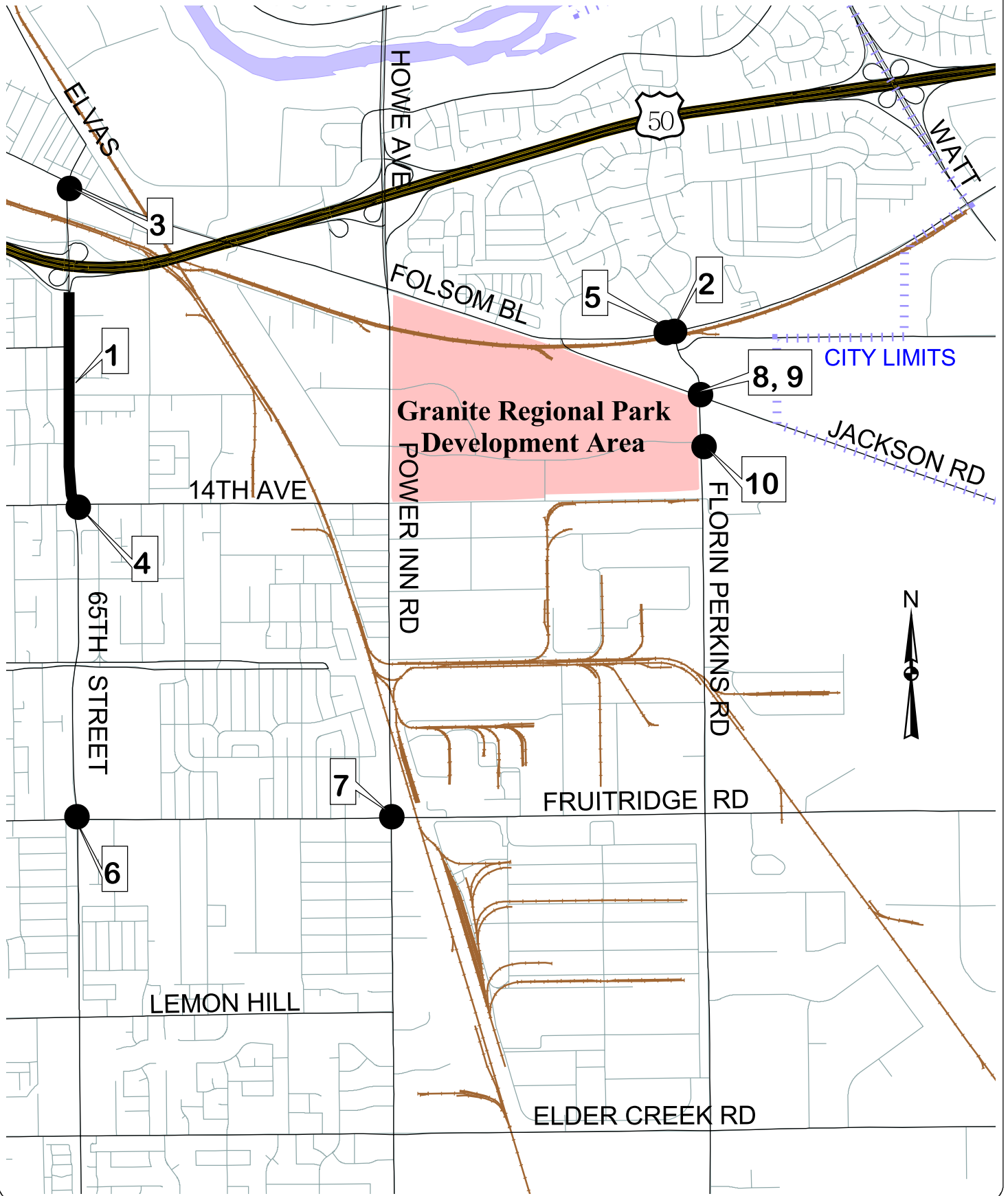
YEAR 2004 GRANITE REGIONAL PARK TRANSPORTATION PROJECTS

TABLE M-1

Ref #	Type of Project	Project	Description	Who Will Accomplish?	Estimated Cost	Granite Park Contribution	City Contribution	Some City Funds Required
1	Improvements	65th Street Improvements from 14th Ave to US 50 East Bound Ramps	65th Street from 14th Avenue to US 50 east bound ramps- construct third north bound through lane on 65th Street; US50 east bound ramps/ 65th Street- construct second east bound right turn lane; and 65th Street/Broadway- Construct exclusive east bound left turn lane. On 65th Street and 14th Avenue intersection- Add exclusive north bound right-turn lane. construct exclusive right turn lane and construct exclusive south bound left turn lane. On 65th Street and Folsom Boulevard intersection-Add exclusive north bound right turn lane and add exclusive west bound left turn lane.	City	\$2,674,000	\$1,128,000	\$1,546,000	yes
2	Intersection	Florin Perkins Road/ Folsom Road	Construct second west bound exclusive left turn lane and construct north and south bound exclusive right turn lanes	Developer	\$167,000	\$167,000	\$0	no
3	Intersection	65th Street/Folsom Boulevard	Construct a second left-turn lane	Developer	\$315,198	\$315,198	\$0	no
4	Intersection	65th Street/14 th Avenue	Construct a separate northbound right-turn lane and implement a cycle length of 100 seconds	Developer	\$92,338	\$92,338	\$0	no
5	Intersection	Folsom Boulevard/Julliard	Construct a 2nd westbound left turn lane Florin-Perkins and Folsom Boulevard	Developer	\$160,225	\$160,225	\$0	no
6	Intersection	65th Street/Fruitridge Road	Construct exclusive south bound left turn lane; construct exclusive east bound left turn lane; and construct exclusive west bound left turn lane	City	\$331,500	\$50,000	\$282,000	yes
7	Intersection	Power Inn Road/Fruitridge Road	Construct additional east and west bound through lanes; construct west bound free right turn lane; and construct exclusive east bound left turn lane	City	\$384,000	\$150,000	\$235,000	yes
8	Intersection	Florin Perkins Road/ SR 16	Construct second exclusive east and west left turn lanes and add second exclusive north bound left turn lane	City	\$312,000	\$202,000	\$110,000	yes
9	Intersection	SR 16/ Florin Perkins Road	Construct east bound exclusive right turn lane and construct north bound exclusive left turn lane	City	\$208,000	\$208,000	\$0	no
10	Intersection	Florin Perkins Road/ E. Project Access	Construct new intersection with north bound exclusive left turn lane; east bound exclusive left turn lane; east bound exclusive right turn lane; and south bound free right turn lane.	Developer	\$200,000	\$200,000	\$0	no

FIGURE M-1

Granite Regional Park Development Area Transportation Projects



SOUTH NATOMAS

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

South Natomas Community Infrastructure Fund (SNCIF)

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

South Natomas Facilities Benefit Assessment (FBA) District

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

The purpose of the FBA District was to provide funding for infrastructure needs and community enhancements within the South Natomas Community Plan area. At the time of district formation, the City Council adopted a list of twenty-one specific projects to be paid with FBA funds. This program will ultimately fund \$12.9 million dollars in transportation improvements. The remaining eleven project locations and descriptions are referenced in Table N-1.

Overview of the South Natomas Community Financing Plan

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

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

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

YEAR 2004 REMAINING SOUTH NATOMAS TRANSPORTATION PROJECTS

TABLE N-1

Ref #	Category	Project	Description	Who Will Accomplish?	Estimated Cost (1)	SNCIF Contribution	FBA Contribution	Some City Funds Required
1	Alternate Modes	Bikeway System*	Bicycle system for the South Natomas Community Plan area. Total estimated cost \$2M. In FY-FY-00/01, \$250,000 of SNCIF was allocated to LS71 – Garden Highway Bike trail	City	\$1,750,000	\$0	\$1,750,000	no
2	Delay Reduction	All Weather Northgate Blvd	The Northgate All Weather project was redefined as improvements at the Northgate Boulevard/Garden Highway intersection and is partially funded.	City	\$3,600,000	\$303,100	\$1,930,000	yes
3	Safety	West El Camino Signal at Fire Station	Construction of traffic signals at the intersection of West El Camino at Fire Station adjacent to Main Drain Canal	City	\$375,000	\$8,700	\$55,500	no
4	Connectivity	River Plaza Drive Bridge	Construction of a four (4) lane conventional concrete bridge on River Plaza Drive over the Main Drainage Canal.	City	\$6,000,000	\$84,100	\$535,100	no
5	Access	Gateway Oaks Drive West	Construct 2900 feet of the center portion of Gateway Oaks Dr on the west side of Main Drainage Canal	Developer	\$2,100,000	\$0	\$0	no
6	Access	Gateway Oaks Drive Bridge	Construction of a four (4) lane conventional concrete bridge on Gateway Oaks Dr over the Main Drainage Canal.	City	\$7,000,000	\$56,000	\$356,000	no
7	Delay Reduction	West El Camino/I-80 Ramp Signal	Construct traffic signals at West El Camino and I-80 ramps	City	\$375,000	\$0	\$0	no
8	Access	Rosin Blvd.	Construct 7500 ft of the center portion of Rosin Blvd between Truxel Rd and Northgate Blvd.	Developer	\$4,800,000	\$0	\$0	no
9	Access	Rosin Blvd Bridge	Construct a four (4) lane conventional concrete bridge over an RD-1000 canal, south of I-80	City	\$7,000,000	\$24,400	\$155,600	no
10	Delay Reduction	Garden Highway Widening	Widen Garden Highway to four lanes between I-5 and Northgate Blvd.	City	\$35,000,000	\$282,800	\$1,800,300	no

(1) Costs are rough order of magnitude and will require updating

FIGURE N-1

South Natomas Major Transportation Projects

