TRANSPORTATION PROGRAMMING GUIDE

2014

CITY OF SACRAMENTO
DEPARTMENT OF PUBLIC WORKS

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CITY OF SACRAMENTO
TRANSPORTATION PROGRAMMING GUIDE
JULY 2014

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Council District 6

DARRELL FONG
Council District 7

Vacant
Council District 8

JOHN F. SHIREY
City Manager

DEPARTMENT OF PUBLIC WORKS
JERRY WAY, Director

Prepared by:
NICHOLAS THEOCHARIDES, Engineering Services Division Manager
HECTOR BARRON, Transportation Division Manager
JUAN MONTANEZ, Streets Division Manager

MARK BROWN
ED COX
CECILYN FOOTE
FEDOLIA HARRIS
RACHEL HAZLEWOOD
MATTHEW JOHNS
ZARAH LACSON
ANGIE LOUIE

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INTRODUCTION

BACKGROUND

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

- Major Street Improvements
- Street Maintenance
- Street Reconstruction
- Traffic Signals
- Bicycle Section
- Bridge Replacement and Rehabilitation
- Streetscape Enhancement
- Pedestrian Improvements
- Train Horn Quiet Zones

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

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

Although projects are ranked within the 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.

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MAJOR STREET IMPROVEMENTS PROGRAM

INTRODUCTION

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

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

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

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

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

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

These improvements are planned to close gaps in the City's circulation network, relieve congestion, improve safety, and/or provide for the efficient movement of people, services, and goods. All Major Street Improvement Projects will be designed and built as "complete streets" consistent with the 2030 General Plan (adopted March 3, 2009) and the 2035 General Plan Update (to be adopted in 2014).

GOALS AND POLICIES

The Major Street Improvements Program is consistent with the following City of Sacramento 2030 General Plan and 2035 General Plan Update goals and policies:

Goal

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

Policies:

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

Goal

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

Policy:

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

Goal

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

Policy:

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

PROJECT LIST DEVELOPMENT

Eligibility Criteria

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

Roadway Widening: If the existing major roadway is substandard, its existing of future Level of Service (LOS) will fall below what is acceptable as described in the 2030 General Plan, lanes are of substandard width, or widening is needed to serve anticipated development.

Extensions/Connections: If extending a major street or connecting two major streets will close a gap, improve traffic circulation, or relieve congestion to a level commensurate with standards established in the 2030 General Plan.

Grade Separations: If the LOS is below the standards outlined in the 2030 General Plan or if there are problems or conflicts between vehicular traffic and/or rail traffic.

Interchange Construction: If an interchange is needed to serve development or to relieve congestion at a nearby interchange such that the resulting LOS is commensurate with standards established in the 2030 General Plan.

Interchange Modification: If the existing interchange does not provide safe access for bicycles and pedestrians, if the interchange does not meet the access needs of surrounding development, or if the LOS is below the standards outlined in the 2030 General Plan.

PROJECT RANKING PROCESS

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

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

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

$$\frac{\text{3 Year Average Collision Rate}^{1}\text{ of Project}}{\text{Highest Collision Rate of Projects Considered}} \times 20 = \_\_\_\_\_$$

2. Economic Development & Infill ..... (Max. Points: 25)

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

- o Does the project fall within a Tier 1 Priority area?
  If Yes – 15 points; If No – 0 points
- o Does the project fall within a Tier 2 Priority area?
  If Yes – 10 points; If No – 0 points
- o Is the project located in a Business Improvement District (BID) or Property-Based Improvement District (PBID)?
  If Yes – 5 points; If No – 0 points
- o Is the project located in a Community Development Block Grant (CDBG) eligible area?
  If Yes – 5 points; If No – 0 points

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

Existing and future (Year 2030) 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:

$$\frac{\text{Existing V/C of Project}}{\text{Highest Existing V/C of Projects Considered}} \times 12 = \_\_\_\_\_$$

$$\frac{\text{Year 2030 V/C of Project}}{\text{Highest Year 2030 V/C of Projects Considered}} \times 8 = \_\_\_\_\_$$

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

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

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

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

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

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

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)

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

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

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

7. 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

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

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

4 points given if the project is on a bus route

4 points given if the project adds sidewalk where there currently is none

6 points given if the project improves access to a LRT station or to a commuter rail station

SUMMARY

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

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

- 24th Street Extension – South end to Cosumnes River Boulevard
- 67th Street Extension – Q Street to Elvas Avenue
- 67th Street Underpass – Elvas Avenue into CSUS
- American River Crossing – River District to Gardenland/South Natomas
- Broadway Bridge (Sacramento River W/X Crossing)
- Del Paso Road Widening (WB) – East Commerce Way to Interstate 5
- East Commerce Way Widening – (future) Club Center Drive to 100' north
- East Commerce Way Widening – (future) Club Center Drive to Del Paso Road
- El Centro Road Bridge Widening
- Elkhorn Boulevard Widening – State Highway 99 to East Commerce Way and Natomas Boulevard to City Limit
- Gateway Park Boulevard Bridge Widening
- I Street Bridge
- Q Street Improvements – 65th Street to Redding Avenue
- Terracina Drive Bridge
- Alhambra Boulevard Bicycle/Pedestrian Tunnel
- Alhambra Boulevard Vehicular Tunnel

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

- West Side Access to Intermodal (4th Street & I Street Improvements) – Project funded.
- Ramona Avenue (Folsom Boulevard to Brighton Avenue) – Project funded for this segment only; remaining segments have been scored and ranked as separate projects.
- Capitol Mall Bridge Improvements (Riverfront Reconnection Phase I) – Project funded.
- Richards Blvd/State Route 160 Interchange Improvements - Project not included in River District Specific Plan.
- Cosumnes River Blvd Extension and Interchange at Interstate 5 (Franklin Boulevard to Interstate 5) – Project funded.
- Del Paso Rd/I-5 Interchange Improvements – Project completed.

TABLE A-1

YEAR 2014 - MAJOR STREET IMPROVEMENTS

2014 Rank	2010 Rank	Council District	MAJOR STREET PROJECT	Planning Level Project Cost	Pub Safe Score	Econ Dev & Infill Score	Congestion Score	Cost Score	Deliv / Ready Score	Volume Score	Gap Close Score	Bike, Ped & Transit Score	TOTAL SCORE
			Maximum Points in Scoring Category:		**20**	**25**	**20**	**5**	**5**	**7**	**8**	**10**	**100**
1	12	6	14th Avenue Extension - Power Inn Road to Florin Perkins Road**	10,126,000	13.6	20	12.5	0.3	3	6.4	8	8	**71.7**
2	2	3	Richards Boulevard/Interstate 5 Interchange Ultimate Improvements	79,234,000	13.0	25	14.2	0.0	3	4.3	1	8	**68.6**
3	New	4	I Street Bridge Replacement	80,000,000	18.0	25	11.3	0.0	3	0.8	5	0	**63.1**
4	New	7	24th Street Extension - South end to Cosumnes River Boulevard	10,500,000	7.8	20	12.1	0.3	0	5.9	8	8	**62.1**
5	6	3	Folsom Boulevard Improvements - 65th Street to 68th Street*	1,489,000	6.7	20	16.4	0.6	3	3.8	0	10	**60.4**
6	11	3,4	3rd Street Extension - West Side Access to Intermodal	6,500,000	13.2	25	8.9	0.5	0	1.6	5	6	**60.1**
7	New	3	American River Crossing - River District to Gardenland	80,000,000	4.8	25	11.6	0.0	0	5.3	8	4	**58.8**
8	17	4	N Street Extension (Bridge) - 2nd Street to Neasham Circle/Front Street (Riverfront Reconnection Phase III)	17,843,000	14.0	20	7.0	0.2	5	1.3	5	6	**58.5**
9	3	6	Ramona Avenue Extension - Cucamonga Avenue to 14th Avenue**	5,188,000	13.1	20	6.0	0.6	0	2.2	8	8	**57.9**
10	18	6	Power Inn Road Widening - 14th Avenue to Fruitridge Road	24,053,000	3.8	25	12.3	0.1	0	5.5	0	8	**54.6**
11	New	3	67th Street Underpass - Elvas Avenue into CSUS	15,250,000	3.8	20	15.4	0.2	0	3.8	5	6	**54.1**
12	14	3	Sutter's Landing Parkway	100,000,000	6.1	25	12.0	0	0	5.7	5	0	**53.8**
13	New	3	Q Street Improvements - 65th Street to Redding Avenue	1,935,000	8.5	15	13.2	1.5	0	4.2	0	10	**52.4**
14	9	6	4th Avenue Extension - 65th Street to Ramona Avenue	25,000,000	8.7	20	10.9	0.1	0	2.2	5	4	**51.0**
15	7	3	Railyards Boulevard Extension (formerly called Gateway Blvd) and North 12th Street/North B Street Intersection Improvements	30,000,000	8.9	20	9.4	0.1	0	2.6	5	4	**49.9**
15	39	2,3	Arden Way/Capital City Freeway Interchange Improvements	19,500,000	7.1	20	12.2	0.2	0	6.5	0	4	**49.9**
17	New	3	67th Street Extension - Q Street to Elvas Avenue	3,458,000	3.8	15	15.4	0.8	0	3.8	5	6	**49.8**
18	13	2	Marconi Avenue at Capital City Freeway (Business 80) Improvements	23,700,000	15.2	10	11.1	0.1	0	3.5	0	8	**48.0**
19	32	1	Natomas Crossing Drive/Interstate 5 Overcrossing***	7,692,000	10.0	10	8.3	0.4	5	1.8	8	4	**47.4**
20	21	2	Bell Avenue Widening - Norwood Avenue to Raley Boulevard	20,000,000	11.9	15	8.1	0.1	0	2.1	0	10	**47.3**
21	10	2	Silver Eagle Road Widening - Norwood Avenue to Mabel Street	1,949,000	5.3	15	11.9	1.5	0	2.5	0	10	**46.3**
22	15	2	Main Avenue Extension - West of Marysville Boulevard to Rio Linda Boulevard	4,271,000	14.2	5	8.2	0.7	0	2.1	8	8	**46.2**
23	20	6	Florin Perkins Road Widening - Folsom Boulevard to Fruitridge Road	12,000,000	3.7	20	7.7	0.2	0	4.1	0	10	**45.8**
24	16	8	Cosumnes River Boulevard Widening - Bruceville Road to Center Parkway	10,000,000	11.8	5	14.1	0.3	0	4.3	0	10	**45.5**
25	24	1,3	Northgate Boulevard/Interstate 80 Interchange Improvements	10,000,000	5.6	15	10.9	0.3	0	5.6	0	8	**45.4**
26	26	1	El Centro Road/Interstate 5 Overcrossing***	11,680,000	5.7	10	7.7	0.3	5	3.5	8	4	**44.1**
26	33	1	Snowy Egret Way/Interstate 5 Overcrossing***	11,233,000	5.7	10	7.4	0.3	5	3.8	8	4	**44.1**
28	New	1	Terracina Drive Bridge***	1,700,000	6.9	10	5.1	1.7	5	3.1	8	4	**43.8**
29	23	3	5th Street Northerly Extension (formerly 6th Street) - G Street to North 5th Street at Richards Boulevard	47,000,000	3.9	20	8.6	0.1	0	1.0	0	10	**43.6**
30	New	4	Broadway Bridge (Sacramento River W/X Crossing)	80,000,000	5.0	20	7.6	0.0	3	2.3	5	0	**42.9**
31	30	6	Elder Creek Road Widening - Power Inn Road to South Watt Avenue	13,000,000	6.1	15	10.6	0.2	0	2.1	0	8	**42.0**
32	29	4	Neasham Circle Viaduct at Capitol Mall (Riverfront Reconnection Phase II)	16,354,000	8.4	20	4.0	0.2	5	0.4	0	4	**41.9**

TABLE A-1 YEAR 2014 - MAJOR STREET IMPROVEMENTS

2014 Rank	2010 Rank	Council District	MAJOR STREET PROJECT	Planning Level Project Cost	Pub Safe Score	Econ Dev & Infill Score	Congestion Score	Cost Score	Deliv / Ready Score	Volume Score	Gap Close Score	Bike, Ped & Transit Score	TOTAL SCORE
			Maximum Points in Scoring Category:		**20**	**25**	**20**	**5**	**5**	**7**	**8**	**10**	**100**
33	3	6	Ramona Avenue Widening - Brighton Avenue to Cucamonga Avenue**	3,070,000	4.8	20	2.9	1.0	5	0.3	3	4	**41.0**
34	12	6	14th Avenue Extension - Florin Perkins Road to South Watt Avenue**	20,900,000	2.5	15	6.0	0.1	0	1.1	8	8	**40.8**
35	New	1	Del Paso Road Widening (WB) - East Commerce Way to Interstate 5***	1,500,000	4.1	10	8.6	2.0	5	7.0	0	4	**40.6**
36	New	1	Gateway Park Boulevard Bridge Widening***	2,100,000	2.5	10	10.6	1.4	5	2.6	0	8	**40.0**
37	New	1	East Commerce Way Widening - (future) Club Center Drive to 100' north***	585,000	2.9	10	6.1	5.0	5	1.1	0	8	**38.2**
38	New	1	East Commerce Way Widening - (future) Club Center Drive to Del Paso Road***	3,900,000	3.6	10	6.9	0.8	5	3.0	0	8	**37.2**
39	35	2	Raley Boulevard Widening - Santa Ana Avenue to Ascot Avenue	25,000,000	4.4	10	12.0	0.1	0	2.4	0	8	**37.0**
40	38	1	Snowy Egret Way - Duckhorn Drive to El Centro Road***	3,136,000	12.4	0	5.3	0.9	5	1.2	8	4	**36.9**
41	41	1	Del Paso Road Bridge***	2,100,000	7.2	10	6.0	1.4	5	3.2	0	4	**36.8**
41	25	6	South Watt Avenue Widening - Elder Creek Road to Fruitridge Road	20,000,000	2.3	5	18.1	0.1	0	3.2	0	8	**36.8**
43	New	3	Alhambra Blvd Bike/Ped Tunnel	3,000,000	17.8	10	4.0	1.0	0	0.9	3	0	**36.7**
44	New	3	Alhambra Blvd Vehicular Tunnel	27,000,000	17.8	10	4.0	0.1	0	0.9	3	0	**35.8**
45	36	1	Natomas Crossing Drive - Duckhorn Drive to El Centro Road***	6,700,000	12.2	0	4.6	0.4	5	0.9	8	4	**35.2**
46	31	3	Northgate Boulevard/State Route 160 Interchange Improvements	22,000,000	3.0	5	8.6	0.1	3	4.5	2	8	**34.3**
46	22	7	Cosumnes River Boulevard Widening - Franklin Boulevard to Center Parkway	10,000,000	4.3	5	11.6	0.3	0	3.0	0	10	**34.3**
48	19	2	Main Avenue Widening - Norwood Avenue to Rio Linda Boulevard	3,531,000	6.5	5	11.6	0.8	0	1.6	0	8	**33.5**
49	27	6	Fruitridge Road Widening - Florin Perkins Road to South Watt Avenue	8,000,000	3.2	10	9.7	0.4	0	2.0	0	8	**33.1**
50	37	4	West El Camino Avenue/Interstate 80 Interchange Improvements***	20,000,000	3.2	5	7.9	0.1	3	3.0	5	4	**31.2**
51	34	1	Elkhorn Boulevard Widening - East Commerce Way to Natomas Boulevard***	7,220,000	1.9	0	10.1	0.4	5	2.4	3	8	**30.8**
52	42	1	Elkhorn Boulevard/State Highway 99 Interchange Improvements	30,000,000	1.8	10	11.6	0.1	0	2.8	0	4	**30.3**
53	New	1	Elkhorn Boulevard Widening - State Highway 99 to East Commerce Way and Natomas Boulevard to City Limit***¹	9,767,000	1.9	0	11.4	0.3	5	2.7	0	8	**29.3**
54	28	2	Roseville Road Widening - Connie Drive to City Limit	4,000,000	2.0	5	10.1	0.7	0	2.5	0	8	**28.4**
55	New	1	El Centro Road Bridge Widening***	2,554,000	7.7	0	5.4	1.1	5	1.0	0	8	**28.2**

TOTAL MAJOR STREET PROJECT COST: $1,016,718,000

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

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

**** Indicates a project that has been separated from a larger project since last TPG.**

***** Indicates a project that has other funding programmed, but may require additional public funds.**

TABLE A-2

YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
1	14th Avenue Extension - Power Inn Road to Florin Perkins Road	This project will extend 14th Avenue as a four-lane roadway from Power Inn Road to Florin Perkins Road. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	An extension of 14th Ave from Power Inn Rd to South Watt Ave was identified in the Southeast Area Transportation Study Phase I as the SR 16 (Jackson Highway) Realignment Project. Since this segment is partially funded and in the environmental phase, the extension from Florin Perkins Rd to Jackson Rd is listed as a separate project.	10,126,000
2	Richards Boulevard/Interstate 5 Ultimate Interchange Improvements	This project will improve capacity and operations of the Richards Boulevard / I-5 Interchange. Of the four alternatives, the most extensive incorporates braided ramps to the existing diamond configuration at this location with bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines. This project includes widening Richards Boulevard between Bercut Drive and North 7th Street.	Project Study Report-Project Development Support (PSR-PDS) document (CALTRANS requirement) is complete. The PSR-PDS will be used for programming funds for the Environmental Documentation phase.	79,234,000
3	I Street Bridge Replacement	This project will construct a new local bridge over the Sacramento River from the Railyards area to West Sacramento north of the existing I Street Bridge. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the Scoping and Environmental Documentation phase.	80,000,000
4	24th Street Extension - South end to Cosumnes River Boulevard	This project will extend 24th Street as a four-lane roadway from its current southern terminus to Cosumnes River Boulevard.	The extension of 24th St will connect to the Cosumnes River Blvd extension, which is currently under construction.	10,500,000
5	Folsom Boulevard Improvements - 65th Street to 68th Street	This project will reconfigure Folsom Boulevard to a three-lane roadway (two westbound lanes and one eastbound lane) with a median and on-street parking from 65th Street to 68th Street. It will also include bike and pedestrian improvements from 65th Street to Ramona Avenue.	This project was identified in the preferred alternative of the 65th Street Station Area Circulation Study, which was accepted by City Council in October 2010.	1,489,000
6	3rd Street Extension - West Side Access to Intermodal	This project will extend 3rd Street north from I Street into the Depot site, beneath the existing northbound I-5 on-ramp structure. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Project identified in the West Side Access Feasibility Study. This project represents Alternative #1 in the study minus the traffic signal at 4th St & I St.	6,500,000
7	American River Crossing - River District to Gardenland	This project will construct a new local bridge over the American River from the River District area to Gardenland/South Natomas area. The exact location will be determined pending the American River Crossing Study, which is currently underway. The project will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		80,000,000

TABLE A-2

YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
8	N Street Extension (Bridge) - 2nd Street to Neasham Circle/Front Street (Riverfront Reconnection Phase III)	This project will extend N Street as a two-lane bridge over Interstate 5 from 2nd Street to Neasham Circle/Front Street. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is part of I-5 Riverfront Reconnection Project.	17,843,000
9	Ramona Avenue Extension - Cucamonga Avenue to 14th Avenue	This project will widen Ramona Avenue from Cucamonga Avenue to the existing elbow (approximately 1000' south of Cucamonga Avenue) and extend it to 14th Avenue as a two-lane roadway. The project will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This segment of Ramona Avenue is one of the remaining segments that had been part of a larger project but did not receive funding. Only the Ramona Avenue connection from Folsom Blvd to Brighton Avenue was funded.	5,188,000
10	Power Inn Road Widening - 14th Avenue to Fruitridge Road	Power Inn Road between 14th Avenue and Fruitridge Road is currently a four-lane roadway with a two-way left-turn lane. This project will widen the segment to six lanes and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project was included in the Southeast Area Transportation Study Phase II. This project may require a grade separation at the UPRR crossing. The cost estimate reflects Alternative 1 from the Power Inn Feasibility Study.	24,053,000
11	67th Street Underpass - Elvas Avenue into CSUS	This project will provide a new connection/access into CSUS from Elvas Avenue to State University Drive West with an underpass at the Union Pacific Railroad.	This project was identified in the 65th Street Station Area Circulation Study.	15,250,000
12	Sutter's Landing Parkway - Richards Blvd to Capital City Freeway and Interchange at Capital City Freeway (Business 80)	This project will construct a four-lane arterial on a new alignment between 16th Street/12th Street and Capital City Freeway (Business 80), a distance of 1.6 miles and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project will require grade separation at the UPRR and construction of a full interchange at Capital City Freeway (Business 80), and will require an at-grade or grade separated interchange at 16th Street/12th Street. Will require Richards Blvd/SR 160 Improvements.	100,000,000
13	Q Street Improvements - 65th Street to Redding Avenue	This project will construct improvements along Q Street between 65th Street and Redding Avenue, including two 11' travel lanes with 15' pedestrian zones on each side and a Class 1 bikeway on the south side of the roadway.	This project was identified in the 65th Street Station Area Circulation Study.	1,935,000
14	4th Avenue Extension - 65th Street to Ramona Avenue	This project will extend 4th Avenue from 65th Street to Ramona Avenue and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project was identified in the 65th Street Station Area Circulation Study.	25,000,000

TABLE A-2

YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
15	Railyards Boulevard Extension (formerly called Gateway Blvd) and North 12th Street/North B Street Intersection Improvements	This project will construct a collector from the intersection of North B Street & 12th Street southwest to the intersection with the proposed Railyards Boulevard. It will provide sidewalks and bike lanes in both directions and reconfigure the intersection of North B Street, North 12th Street, and Railyards Boulevard. It will also include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is part of Railyards Development.	30,000,000
15	Arden Way/Capital City Freeway Interchange Improvements	This project will improve the on-ramp from Arden Way to eastbound Capital City Freeway (Business 80) and the off-ramp from Capital City Freeway (Business 80)/SR 160 to Arden Way. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		19,500,000
17	67th Street Extension from Q Street to Elvas Avenue.	This project will extend 67th Street as a two-lane roadway from Q Street to Elvas Avenue. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project was identified in the 65th Street Area Circulation Study.	3,458,000
18	Marconi Avenue at Capital City Freeway (Business 80) Improvements	This project will widen the northbound off-ramp and southbound on-ramp by constructing tieback walls. It will reconstruct intersections on the east and west sides of the interchange to provide operational improvements and accommodate future ITS infrastructure and will modify the bridge structure to conform to the new ramps and intersections. It will also include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		23,700,000
19	Natomas Crossing Drive/Interstate 5 Overcrossing	This project will construct a new overcrossing of I-5 for the planned two-lane Natomas Crossing Drive that will run east-west from El Centro Road to Commerce Way. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	7,692,000
20	Bell Avenue Widening - Norwood Avenue to Raley Boulevard	This project will widen Bell Avenue to three lanes plus a two-way left turn lane from Norwood Avenue to Raley Boulevard. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	The 2030 General Plan identifies this segment as a three-lane roadway. This roadway has adequate width for 3 lanes between Norwood Ave & Rio Linda Blvd, except at the bridge over Magpie Creek. Rio Linda Blvd to Raley Blvd is 2 lanes with intermittent, partial widening improvements by private development.	20,000,000
21	Silver Eagle Road Widening - Norwood Avenue to Mabel Street	This project will widen Silver Eagle Road to three lanes, including a two-way left turn lane, and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		1,949,000

TABLE A-2

YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
22	Main Avenue Extension - West of Marysville Boulevard to Rio Linda Boulevard	This project will extend Main Avenue as a four-lane roadway from Marysville Boulevard to Rio Linda Boulevard. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project requires Rio Linda Blvd and Main Ave intersection/bridge improvements, which are currently in the preliminary engineering phase.	4,271,000
23	Florin Perkins Road Widening - Folsom Boulevard to Fruitridge Road	This project will widen Florin Perkins between Folsom Boulevard and Fruitridge Road to four lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	The 2030 General Plan identifies this segment as a four-lane roadway. Description modified since last TPG. Southeast Area Transportation Study Phase II. Portions of this segment may be constructed by private development.	12,000,000
24	Cosumnes River Boulevard Widening - Bruceville Road to Center Parkway	This project will widen Cosumnes River Boulevard to four lanes between Center Parkway and Bruceville Road and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Limited portions of this segment are currently being widened in association with the Regional Transit Light Rail Southline Extension project.	10,000,000
25	Northgate Boulevard/Interstate 80 Interchange Improvements	This project will add a lane to the eastbound Northgate off-ramp and an auxiliary lane to the westbound on-ramp and will extend the westbound off-ramp to improve operations and safety. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		10,000,000
26	El Centro Road/Interstate 5 Overcrossing	This project will construct a new two-lane overcrossing of I-5 north of Del Paso Road, extending El Centro Road to East Commerce Way. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	11,680,000
26	Snowy Egret Way/Interstate 5 Overcrossing	This project will construct a new overcrossing of I-5 for the planned four-lane Snowy Egret Way that will run east-west from El Centro Road to Commerce Way. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	11,233,000
28	Terracina Drive Bridge	This project will construct a new two-lane bridge connecting the east and west sides of Terracina Drive and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Project B4 in the North Natomas Finance Plan. This project may require additional public funds.	1,700,000
29	5th Street Northerly Extension (formerly 6th Street) - G Street to North 5th Street at Richards Boulevard	This project will extend 5th Street north from G Street to Richards Boulevard at North 5th Street as a three-lane street and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is part of the Railyards and River District Specific Plan.	47,000,000
30	Broadway Bridge (Sacramento River W/X Crossing)	This project will construct a new local bridge over the Sacramento River in the vicinity of the Pioneer Bridge (I-80). It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project was identified in the Sacramento River Alternatives Crossing Study accepted by Council on October 18, 2011.	80,000,000

TABLE A-2

YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
31	Elder Creek Road Widening - Power Inn Road to South Watt Avenue	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 will improve the entire segment to four lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	The 2030 General Plan identifies this segment as a four-lane roadway. The project was part of Southeast Area Transportation Study Phase II. Portions of this segment may be constructed by private development.	13,000,000
32	Neasham Circle Viaduct at Capitol Mall (Riverfront Reconnection Phase II)	This project will extend Front Street on a new viaduct above Neasham Circle connecting to Capitol Mall. The extension will provide better access from the Docks area specific plan to Capitol Mall.	This project is part of the I-5 Riverfront Reconnect Project.	16,354,000
33	Ramona Avenue Widening - Brighton Avenue to Cucamonga Avenue	This project will widen Ramona Avenue from Brighton Avenue to Cucamonga Avenue as a two-lane roadway. The project will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This segment of Ramona Avenue is one of the remaining segments that had been part of a larger project but did not receive funding. Only the Ramona Avenue connection from Folsom Blvd to Brighton Avenue was funded.	3,070,000
34	14th Avenue Extension - Florin Perkins Road to South Watt Avenue	This project will extend 14th Avenue as a four-lane roadway from Florin Perkins Road to South Watt Avenue and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	An extension of 14th Ave from Power Inn Rd to South Watt Ave was identified in the Southeast Area Transportation Study Phase I as the SR 16 (Jackson Highway) Realignment Project. The extension of 14th Ave from Power Inn Rd to Florin Perkins Rd is listed as a separate project since it is partially funded and is in the environmental phase.	20,900,000
35	Del Paso Road Widening (WB) - East Commerce Way to Interstate 5	This project will widen Del Paso Road (westbound) between East Commerce Way and the I-5 on-ramps to a standard City cross section, thereby removing the “kink” in the road just before the northbound on-ramp. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Roadway Segment 5b in the North Natomas Finance Plan. This project may require additional public funds.	1,500,000
36	Gateway Park Boulevard Bridge Widening	This project will widen the southbound roadway (bridge) between Goldenland Court and Sports Drive and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Project B7 & 15 in the North Natomas Finance Plan. This project may require additional public funds.	2,100,000
37	East Commerce Way Widening - (future) Club Center Drive to 100' north	Roadway Segment 8 in the NNFP calls for a 4-lane roadway from Elkhorn Blvd to Club Center Drive. Most of the improvements on this segment have been completed. This project will construct the remaining improvements on the east side of East Commerce Way for about 1000 feet, which include one additional travel lane, curb & gutter, landscaped planter, and sidewalk.	Roadway Segment 8 in the North Natomas Finance Plan. This project may require additional public funds.	585,000

TABLE A-2

YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
38	East Commerce Way Widening - (future) Club Center Drive to Del Paso Road	Roadway Segment 9 in the NNFP calls for a 6-lane roadway from (future) Club Center Drive to Del Paso Road. Some of the improvements on this segment have been completed. This project will construct the remaining improvements, which include additional travel lanes, curb & gutter, landscaped planter, sidewalk, streetlights, and two traffic signals.	Roadway Segment 9 in the North Natomas Finance Plan. This project may require additional public funds.	3,900,000
39	Raley Boulevard Widening - Santa Ana Avenue to Ascot Avenue	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 to four lanes and construct raised median islands. It will also include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	The 2030 General Plan identifies this segment as a four-lane roadway. Project will be coordinated with the Magpie Creek Diversion project. Portions of this segment have been constructed by private development.	25,000,000
40	Snowy Egret Way - Duckhorn Drive to El Centro Road	This project will construct a new four-lane road south of Del Paso Road between El Centro Road and Duckhorn Drive and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	3,136,000
41	Del Paso Road Bridge	This project will replace the existing two-lane westbound structure over the East Drainage Canal with a standard cross-section three-lane structure and widen the approach roadways to three lanes. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Project B5 & 6 in the North Natomas Finance Plan. This project may require additional public funds.	2,100,000
41	South Watt Avenue Widening - Elder Creek Road to Fruitridge Road	This project will widen South Watt Avenue between Elder Creek Road and Fruitridge Road to six-lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	The 2030 General Plan identifies this segment as a six-lane roadway. This project is part of Southeast Area Transportation Study Phase II. Portions of this segment have been constructed by private development. This project supports private development in the County. Congestion relief partly resolved by Fruitridge Rd/South Watt Ave Signal Project.	20,000,000
43	Alhambra Boulevard Bicycle/Pedestrian Tunnel	This project will construct a new bicycle/pedestrian undercrossing on Alhambra Boulevard at the Union Pacific Railroad tracks north of B Street.		3,000,000
44	Alhambra Boulevard Vehicular Tunnel	This project will construct a new vehicular undercrossing on Alhambra Boulevard at the Union Pacific Railroad tracks north of B Street.		27,000,000

TABLE A-2

YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

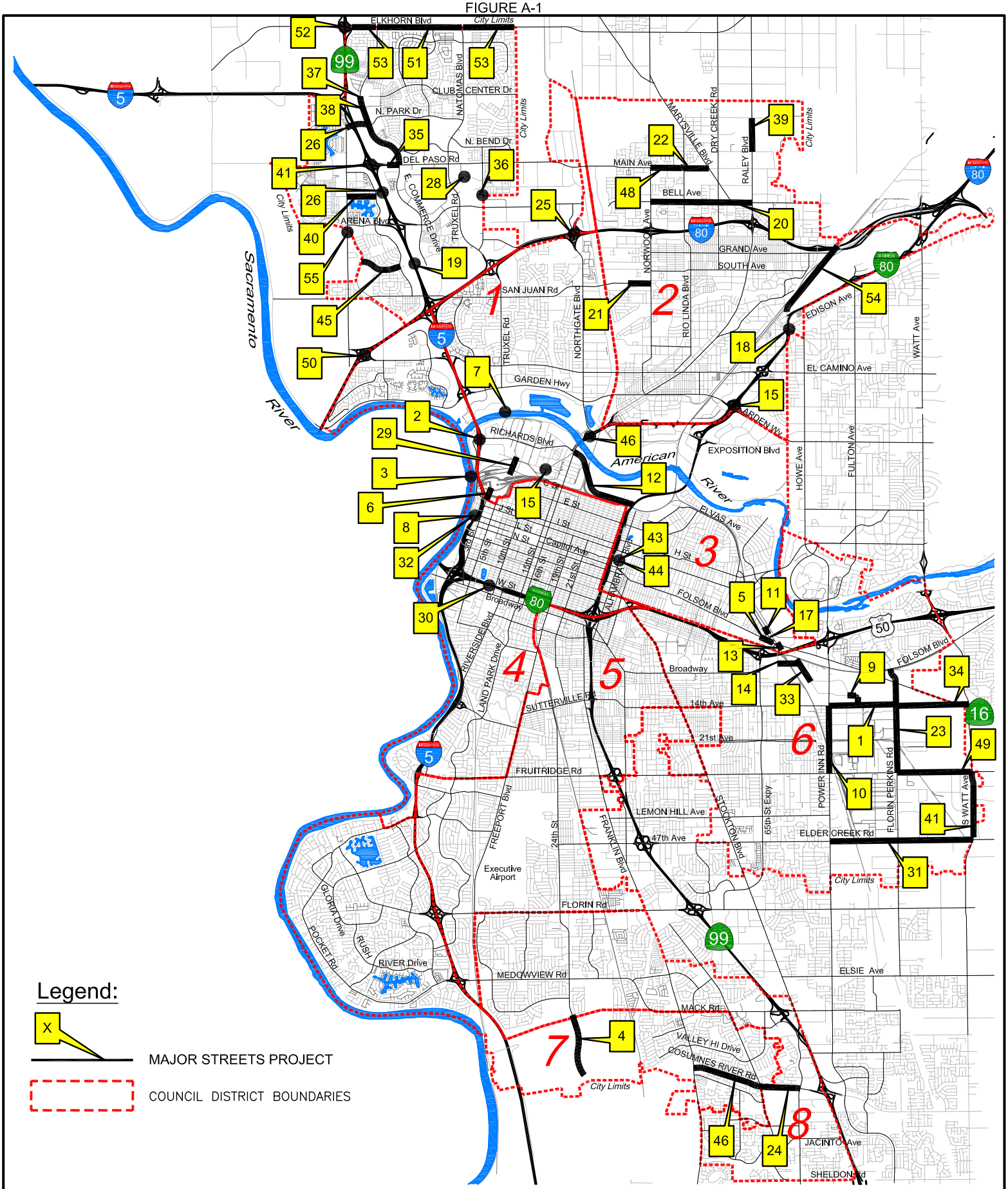
2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
45	Natomas Crossing Drive - Duckhorn Drive to El Centro Road	This project will construct a new two-lane road south of Arena Boulevard between El Centro Road and Duckhorn Drive. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	6,700,000
46	Northgate Boulevard/State Route 160 Interchange Improvements	This project will construct an eastbound on-ramp and westbound off-ramp at Northgate Boulevard/State Route 160 and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project has an approved Project Study Report (PSR).	22,000,000
46	Cosumnes River Boulevard Widening - Franklin Boulevard to Center Parkway	This project will widen the one-mile segment of Cosumnes River Boulevard from two lanes to four lanes between Franklin Boulevard and Center Parkway. It will also include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		10,000,000
48	Main Avenue Widening - Norwood Avenue to Rio Linda Boulevard	This project will widen Main Avenue between Norwood Avenue and Rio Linda Boulevard to four lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	A project to construct intersection improvements at Rio Linda Boulevard and Main Avenue is currently in design.	3,531,000
49	Fruitridge Road Widening - Florin Perkins Road to South Watt Avenue	This project will widen Fruitridge Road between Florin Perkins Road and South Watt Avenue to four lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	The 2030 General Plan identifies this segment as a four-lane roadway. This project was part of Southeast Area Transportation Study Phase II. Portions of this segment have been constructed by private development.	8,000,000
50	West El Camino Avenue/Interstate 80 Interchange Improvements	This project will provide improvements to the interchange including bridge replacement, ramp realignment and widening, approach roadway improvements, traffic signals and bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	20,000,000
51	Elkhorn Boulevard Widening - East Commerce Way to Natomas Boulevard	This project will widen Elkhorn Boulevard between East Commerce Way and Natomas Boulevard to six lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	7,220,000
52	Elkhorn Boulevard/State Highway 99 Interchange Improvements	This project will provide a four-lane overcrossing of Elkhorn Boulevard and modify existing interchange ramps. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	To be completed by County with fair-share contribution from North Natomas finance plan.	30,000,000
53	Elkhorn Boulevard Widening - State Highway 99 to East Commerce Way and Natomas Boulevard to the eastern City limits	This project will widen Elkhorn Boulevard from State Highway 99 to East Commerce Way and from Natomas Boulevard to the eastern City limits to six travel lanes and bike lanes and will construct a landscaped median, curb & gutter, landscaped planter, and sidewalk. It will also include new streetlights and modifications to three existing traffic signals.	Roadway Segment 14a in the North Natomas Finance Plan. This project may require additional public funds.	9,767,000

TABLE A-2

YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
54	Roseville Road Widening - Connie Drive to City Limit	This project will widen Roseville Road to four lanes between Connie Drive and the City Limits and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	The 2030 General Plan identifies this segment as a four-lane roadway. City is replacing the existing bridge over Arcade Creek.	4,000,000
55	El Centro Road Bridge Widening	This project will widen El Centro Road Bridge over the West Drainage Canal to a four-lane structure and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	2,554,000

FIGURE A-1



City of SACRAMENTO
Department of Public Works

Date: August 4, 2014

MAJOR STREET IMPROVEMENT PROJECTS

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STREET MAINTENANCE PROGRAM

INTRODUCTION

The Department of Public Works recognizes that a quality street network is extremely important to the public and is one of the factors that contribute to the overall quality of life in the city. Given the need and importance to maintain streets at a level that is acceptable to the public and protects our street assets by mitigating pavement degradation during the life of the street, Public Works is committed to selecting and implementing the most cost effective and sustainable pavement maintenance strategies each year.

Street maintenance can be characterized as work performed in an effort to keep the pavement in a condition that is as close as possible to a newly constructed street. This results in a cost effective use of limited funds and provides maximum benefit to the traveling public by enhancing safety of the roadway and improving ride comfort of the road surface. There are 3,107 lane miles of paved roadway within the City of Sacramento, which equates to 27.7 million square yards of paved roadway, or approximately a two-lane paved road from Sacramento to Chicago.

GOALS AND POLICIES

The Street Maintenance Program is consistent with the following City of Sacramento 2030 General Plan (adopted March 3, 2009) and 2035 General Plan Update (to be adopted in 2014) goal and policy:

Goal

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

Policy:

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

TEN-YEAR STREET MAINTENANCE PLAN

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

Funding for this level of maintenance is problematic. The existing pavement backlog is approximately $90 million. There is only $3-5 million per year available for the Plan. Additional fund sources need to be identified or the existing backlog will grow to approximately $325 million over the next ten years.

PROJECT LIST DEVELOPMENT

Pavement Management Application

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

Performance Indicators

When the roadways are surveyed, the data is converted to three performance indicators that make up the street segment's overall condition number or Pavement Quality Index (PQI). These indicators are:

- Ride Comfort Index (RCI)
- Surface Distress Index (SDI)
- Structural Adequacy Index (SAI)

The limits of PQI are from 20 to 100. A lower PQI indicates a street with poor pavement condition whereas a higher PQI would indicate a street that has just been resurfaced, or possibly, a new street. Public Works has adopted a target PQI of 75 which would indicate a street in "good" condition.

PROJECT RANKING PROCESS

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

MAINTENANCE STRATEGIES

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

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

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

If the existing pavement condition is extremely poor then the street may need to be rehabilitated. However, it is always much more cost effective to resurface a street before pavement deterioration becomes severe than to rehabilitate it. Since street rehabilitation often involves other infrastructure and accessibility improvements (such as: curb, gutter and sidewalk, drainage improvements, curb ramps), the cost of roadway rehabilitation can be several million dollars per mile. The City of Sacramento does not have any funding program for roadway reconstruction.

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

DESCRIPTION OF SPECIFIC STRATEGIES

Routine Maintenance Activities

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

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

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

Base Repair: Is the removal of any distressed areas where the pavement is fractured and broken and is allowing water to weaken the subgrade under the roadway. Once removed, new asphalt is placed. These repairs are accomplished prior to the scheduled resurfacing sometimes up to a year in advance.

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

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

Preventative Maintenance Activities

Preventative maintenance includes the techniques that are listed below. The appropriate resurfacing treatment for a roadway depends on the existing pavement condition. It is always more cost effective to resurface a street before pavement deterioration becomes severe, requiring rehabilitation.

Slurry Seal: A blend of oil and small aggregate that is applied to the streets.

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

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

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

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

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

Asphalt Overlay: The highest form of street maintenance, overlay involves the placement of a new layer of asphalt, approximately one and a half to three and a half inches thick, on the street. Properly maintained, an asphalt overlay can extend the life of the street by 15-20 years although heavily used streets may require more frequent overlays.

Rubberized Asphalt Overlay: The rubberized asphalt overlay is a blend of asphalt cement, reclaimed tire rubber, and additives. Properly maintained, a rubberized overlay can extend the life of the street by 15-20 years and improves resistance to rutting and fatigue as well as reducing traffic noise. In addition, rubberized asphalt overlay uses more than 2,000 waste tires per lane mile, thereby reducing tire waste that would otherwise go into our landfills.

SUMMARY

The non-residential streets planned for resurfacing over the next two to three years are presented in Table B-1 based on the needs assessment of the PMA and anticipated funding. Table B-2 represents the local and residential streets planned for resurfacing in the next two to three years based on the needs assessment of the PMA. Conflicts with the work planned by other agencies and funding availability can often cause significant schedule changes to occur in the order that streets will be addressed. Additional information provided includes the council district, and approximate size in square yards for each project. While council district is listed, it is for informational purposes only. The geographic location of the planned projects is not factored into the ranking process. The ranking is solely based on the condition of the roadway and the most cost effective means of maintenance.

TABLE B-1

YEARS 2014 AND 2015
RECOMMENDED NON-RESIDENTIAL STREET RESURFACING*

Plan Year	Council District	Street Name	Limits	Est. Square Yards
2014	6	Power Inn Rd	Alpine Ave - Fruitridge Rd	26,199
2014	1	Natomas Blvd	N Bend Dr - Del Paso Rd	7,800
2014	3	Northgate Blvd	Potomac Ave - W El Camino Ave	27,000
2014	8	24th St	Meadowview Rd - Laramore Wy	19,100
2014	1	Duckhorn Dr	Saintsbury Dr - San Juan Rd	12,100
2014	6	Younger Creek Dr	Florin Perkins Dr - Elder Creek Rd	29,500
2014	6	Sky Creek Dr	Elder Creek Rd - Younger Creek Dr	11,000
2015	6	Florin Perkins Rd	Elder Creek Rd - 24th Ave	57,100
2015	3	Elvas Ave	C St - F St	53,700
2015	3	39th St	Folsom Blvd - J St	7,400
2015	4	Q St	4th St - 11th St	14,300
2015	4	13th St	L St - C St	17,900

*All Streets are subject to change based upon conflicts and funding

TABLE B-1

YEARS 2014 AND 2015
RECOMMENDED STREET SEAL*

Plan Year	Council District	Street Name	Square Yards
2014	1	Residential area bounded by Chateau Montelena Way to the North, San Juan Rd to the South, Shrike Cir to the West, Duckhorn Dr to the East	72,200
2014	2	Residential area bounded by Harris Ave to the North, South Ave to the South, Pinnell St to the West, Winters St to the East	31,200
2014	8	Residential area bounded by Meadowview Rd to the North, Laramore Way to the South, 24th St to the West, Teekay Way to the East	37,800
2015	4, 5	Residential area bounded by Broadway to the North, Vallejo Way to the South, Land Parkd Dr to the West, Freeport Blvd to the East	85,300
2015	5	Residential area bounded by 14th Ave to the North, 21st Ave to the South, Stockton Blvd to the West, 58th St to the East	78,300
2015	5	Residential area bounded by Seamas Ave to the North, Gloria Dr to the South, Riverside Blvd to the West, South Land Park Dr to the East	98,400
2015	2	Residential area bounded by Harris Ave to the North, South Ave to the South, Pinell St to the West, Winters St to the East	31,200

*All Streets are subject to change based upon conflicts and funding

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STREET RECONSTRUCTION PROGRAM

INTRODUCTION

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

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

GOALS AND POLICIES

The Street Reconstruction Program is consistent with the following City of Sacramento 2030 General Plan (adopted March 3, 2009) and 2035 General Plan Update (to be adopted in 2014) goals and policies:

Goal

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

Policies:

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

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

1. Achieve Sustainability and Enhance Livability

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

2. Expand economic development throughout the City

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

PROJECT LIST DEVELOPMENT

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

Eligibility Criteria

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

PROJECT RANKING PROCESS

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

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

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

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

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

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

10 points	given for streets that have an existing or planned Class 2 or Class 3 bicycle facility
10 points	given for streets on a RT bus route or Light Rail Route

3. Economic Development & Infill.....(Max. Points: 30)

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

- Does the project fall within a Tier 1 Priority area?
  If Yes – 15 points; If No – 0 points
- Does the project fall within a Tier 2 Priority area?
  If Yes – 10 points; If No – 0 points
- Is the project located in a Business Improvement District (BID) or Property-Based Improvement District (PBID)?
  If Yes – 10 points; If No – 0 points
- Is the project located in a Community Development Block Grant (CDBG) eligible area?
  If Yes – 10 points; If No – 0 points

SUMMARY

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

There were no new projects added to the list since the previous TPG.

One project, Ripley Street from Harris Avenue to Interstate 80, was deleted from the list. It was determined that this is not a public street.

TABLE C-1

YEAR 2014 - STREET RECONSTRUCTION

2014 Rank	2010 Rank	Council District	PROJECT	LIMITS	Cost Effect Score	Bike/Ped Transit Score	Econ Dev & Infill Score	TOTAL SCORE
				Maximum Points in Scoring Category:	**50**	**20**	**30**	**100**
1	25	3	West Silver Eagle Rd	Northgate Blvd to E End	50.0	0	20	**70.0**
2	1	3	Stockton Blvd	R St to 34th St	23.8	10	20	**53.8**
3	16	4	8th St	Capitol Mall to L St	8.6	10	30	**48.6**
4	2	3	Bannon St	Bercut Dr to North B St	8.5	10	30	**48.5**
5	3	3	North 10th St	Richards Blvd to N End	7.9	10	30	**47.9**
6	5	4	3rd St	I St to J St	6.6	10	30	**46.6**
7	7	3	North 7th St	Richards Blvd St to N End	6.4	10	30	**46.4**
8	4	3	North 10th St	North B to Richards Blvd	5.4	10	30	**45.4**
9	8	3	McCormack St (Eastbound)	North 16th St to Ahern St	2.6	10	30	**42.6**
10	6	4	R St	13th St to 16th St*	5.9	10	25	**40.9**
11	11	4	Alhambra Blvd	S St to R St	10.6	10	20	**40.6**
12	15	4	4th St	Capitol Mall to L St	6.8	0	30	**36.8**
13	19	4	N St	2nd St to 3rd St	1.3	10	25	**36.3**
13	10	3	Ahern St	North 12th St to North C St	6.3	0	30	**36.3**
15	14	3	Carlson Dr	Newman Ct to H St	5.0	20	10	**35.0**
16	9	4	Neasham Cir	Front St to 2nd St	4.1	10	20	**34.1**
17	27	2	Ascot Ave (Eastbound)	Dry Creek Rd to Raley Blvd	3.3	10	20	**33.3**
18	12	4	Broadway	Marina View to Front St	7.8	0	25	**32.8**
19	13	4	2nd St	Neasham Cir to L St	2.7	10	20	**32.7**
20	18	3	North 14th St	North A St to North B St	1.2	0	30	**31.2**
20	23	4	4th St	End to J St	1.2	0	30	**31.2**
20	33	2	Silica Ave	Princeton St to Harvard St	6.2	0	25	**31.2**
23	36	4	12th St	N St to O St	3.6	0	25	**28.6**
24	51	2	Manning St	Harvard St to Silica Ave	3.4	0	25	**28.4**
25	28	2	MacArthur St	Raley Blvd to Wainwright St	8.3	0	20	**28.3**
26	45	2	Emmons St	Magpie Drain Canal to N End	4.8	0	20	**24.8**
27	48	2	Doolittle St	Magpie Drain Canal to N End	4.4	0	20	**24.4**
28	26	2	Taft St	Helena Ave to Del Paso Blvd	4.2	0	20	**24.2**
29	30	4	U St	20th St to 21st St	2.9	0	20	**22.9**
30	56	2	Astoria St	North Ave to Bell Ave	2.5	0	20	**22.5**

TABLE C-1

YEAR 2014 - STREET RECONSTRUCTION

2014 Rank	2010 Rank	Council District	PROJECT	LIMITS	Cost Effect Score	Bike/Ped Transit Score	Econ Dev & Infill Score	TOTAL SCORE
				Maximum Points in Scoring Category:	**50**	**20**	**30**	**100**
31	57	2	Buckley Wy	Wainwright St to North Ave	2.4	0	20	**22.4**
32	58	2	Ripley St	North Ave to Harris Ave	2.2	0	20	**22.2**
33	60	2	Wainwright St	North Ave to Buckley Way	2.1	0	20	**22.1**
34	72	2	North Ave	Winters St to End	2.0	0	20	**22.0**
34	73	2	North Ave	Talent St to End	2.0	0	20	**22.0**
36	32	2	Doolittle St	Marysville Blvd to E End	1.6	0	20	**21.6**
36	22	2	Kathleen Ave	Del Paso Blvd to Academy Wy	1.6	0	20	**21.6**
38	21	2	Eldridge Ave	Del Paso Blvd to Academy Wy	1.5	0	20	**21.5**
38	62	2	Kelley Ct	Doolittle St to W End	1.5	0	20	**21.5**
40	64	2	Clinger Ct	MacArthur St to S End	1.3	0	20	**21.3**
41	37	2	Naomi Wy	Marconi Cir to Connie Dr	1.1	0	20	**21.1**
41	67	2	Chennault Ct	MacArthur St to N End	1.1	0	20	**21.1**
41	68	2	Lombard Ct	MacArthur St to S End	1.1	0	20	**21.1**
44	69	2	Bright Ct	MacArthur St to S End	1.0	0	20	**21.0**
44	70	2	DeWitt Ct	Wainwright St to W End	1.0	0	20	**21.0**
46	75	2	Goss Ct	Doolittle St to E End	0.9	0	20	**20.9**
46	71	2	Nimitz St	Magpie Drain Canal to W End	0.9	0	20	**20.9**
48	76	2	Clark Ct	North Ave to W End	0.8	0	20	**20.8**
48	77	2	Anderson Ct (west)	Wainwright St to W End	0.8	0	20	**20.8**
48	20	3	North 11th St	North D St to End	0.8	0	20	**20.8**
51	41	3	B St	28th St to 29th St	0.7	0	20	**20.7**
51	78	2	Hills Ct	Doolittle St to E End	0.7	0	20	**20.7**
51	42	2	Ascot Ave (Eastbound)	1152 Ascot Ave to Dry Creek Rd	0.7	10	10	**20.7**
51	81	2	Wainwright Ct	MacArthur St to North End	0.7	0	20	**20.7**
51	82	2	Harris Ave	Astoria St to E End	0.7	0	20	**20.7**
56	84	2	Barbara St	Rene Ave to N End	0.6	0	20	**20.6**
57	85	2	Calhoun Ct	MacArthur St to S End	0.5	0	20	**20.5**
58	87	2	Mogan Ave	North Ave to Winters St	0.4	0	20	**20.4**
58	88	2	Anderson Ct (east)	Wainwright St to E End	0.4	0	20	**20.4**
60	89	2	Stillwell Ct	MacArthur St to N End	0.3	0	20	**20.3**

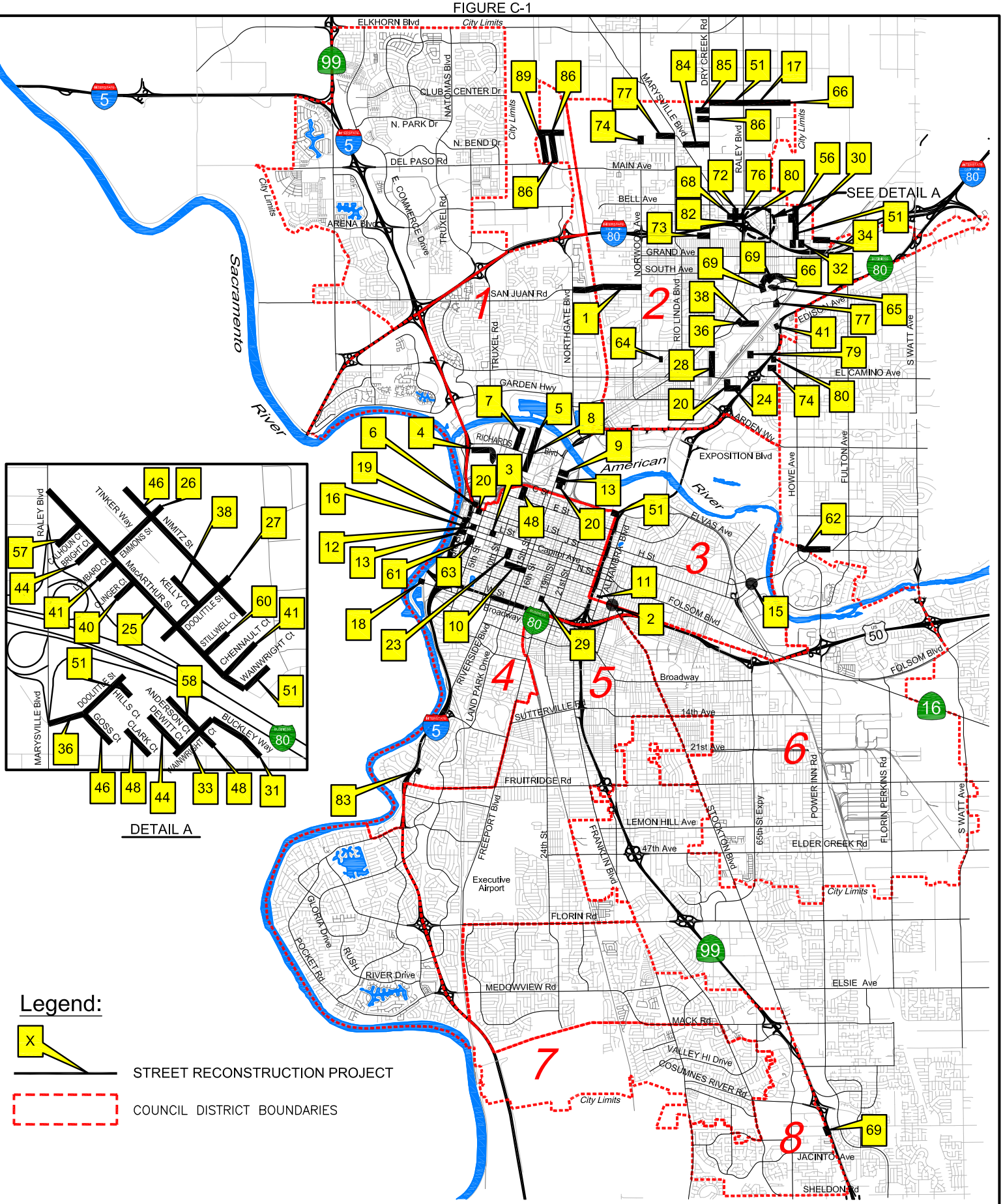
TABLE C-1

YEAR 2014 - STREET RECONSTRUCTION

2014 Rank	2010 Rank	Council District	PROJECT	LIMITS	Cost Effect Score	Bike/Ped Transit Score	Econ Dev & Infill Score	TOTAL SCORE
				Maximum Points in Scoring Category:	**50**	**20**	**30**	**100**
61	17	4	4th St	N St to P St	5.2	0	15	**20.2**
62	90	3	Fair Oaks Blvd	Howe Ave to Frontage Rd	17.4	0	0	**17.4**
63	24	4	O St	4th St to 5th St	1.2	0	15	**16.2**
64	47	2	Lampasas Ave	Fairfield St to Altos Ave	4.6	0	10	**14.6**
65	54	3	Albany Wy	Los Robles Blvd to Del Paso Blvd	3.8	0	10	**13.8**
66	50	2	Ascot Ave (Eastbound)	Raley Blvd to McClellan AFB	3.6	0	10	**13.6**
66	74	2	Verano St	Del Paso Blvd to Douglas St	3.6	0	10	**13.6**
68	29	2	Youngs Ave	Raley Blvd to W End	2.9	0	10	**12.9**
69	53	2	Douglas St	Los Robles Blvd to Albany Wy	2.8	0	10	**12.8**
69	55	3	Mahogany St	Albany Wy to South Ave	2.8	0	10	**12.8**
69	39	8	West Stockton Blvd	Shasta Ave To Cotton Ln	2.8	10	0	**12.8**
72	34	2	Balsam St	Bell Ave to Jessie Ave	1.9	0	10	**11.9**
73	31	2	Jean Ave	Dry Creek Rd to W End (1048 Jean Ave))	1.8	0	10	**11.8**
74	49	2	Sully St	Pinedale Ave to Claire Ave	1.5	10	0	**11.5**
74	79	2	Frienza Ave	Albatross Wy to Connie Dr	1.5	0	10	**11.5**
76	40	2	Katherine Ave	Marysville Blvd to Raley Blvd	1.4	0	10	**11.4**
77	52	2	Claire Ave	W End to Rio Linda Blvd	1.0	10	0	**11.0**
77	38	2	Craigmont St	Kenwood St to Del Paso Blvd	1.0	0	10	**11.0**
79	35	2	Crosby Wy	2540 Crosby Wy to Helena Ave	0.7	0	10	**10.7**
80	86	2	Glenrose Ave	Albatross Wy to Connie Dr	0.5	0	10	**10.5**
80	43	2	Penrose St	Jessie Ave to Youngs Ave	0.5	0	10	**10.5**
82	44	2	Jessie Ave	Marysville Blvd to Penrose St	0.4	0	10	**10.4**
83	46	4	Casilada Wy	Karbet Wy to Elmer Wy	7.2	0	0	**7.2**
84	61	2	Pinedale Ave	Dry Creek Rd to Marysville Blvd	1.7	0	0	**1.7**
85	63	2	Neal Rd	Dry Creek Rd to W End (1025 Neal Rd)	1.4	0	0	**1.4**
86	65	1	Barros Dr	Sorrento Rd to E End	1.1	0	0	**1.1**
86	66	1	Kenmar Rd	Sotnip Rd to Barros Dr	1.1	0	0	**1.1**
86	79	2	Vinci Ave	W End to Dry Creek Rd	1.1	0	0	**1.1**
89	83	1	Carey Rd	Barros Dr to Del Paso Rd	0.6	0	0	**0.6**

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

FIGURE C-1



Date: August 4, 2014

STREET RECONSTRUCTION PROJECTS

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TRAFFIC SIGNALS PROGRAM

INTRODUCTION

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

GOALS AND POLICIES

The Traffic Signals Program is consistent with the following City of Sacramento 2030 General Plan (adopted March 3, 2009) and 2035 General Plan Update (to be adopted in 2014) goals and policies:

Goal

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

Policy:

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

Goal

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

Policy:

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

Goal

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

Policies:

- Install traffic signals to make more efficient use of the City's existing street system.
- Support programs that improve traffic flow.

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

1. **Improve and expand public safety.**

   Policy:

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

2. **Achieve Sustainability and Enhance Livability.**

   Policy:

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

PROJECT LIST DEVELOPMENT

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

Eligibility Criteria

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

Phase I - Investigation Review

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

Collisions:	A recent three-year compilation of reported collision history differentiating collision types and correctability is developed.
Traffic Volumes:	Twenty-four hour volume counts with an hourly listing of each approach direction are obtained for the combined minor street volumes, the combined major street approach volumes, and a total for the entire intersection.
Facilities/Activity Centers:	Information about nearby facilities and activity centers that serve the young, elderly, and/or persons with disabilities, including requests from persons with disabilities for accessible crossing improvements is collected at the location under study. These persons might not be adequately reflected in the pedestrian volume if the absence of a signal restrains their mobility.

Pedestrian/Bicycle:	Pedestrian and bicycle counts may be collected if a high number of pedestrians are anticipated to cross the intersection. Also, the width of the major street crossing is recorded.
Existing Controls:	The current type of control (i.e., two-way stop, an all-way stop, etc.) is recorded.
Speed:	The 85th percentile speed is collected for the major and minor streets.

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

Phase II– Signal Warrant Review

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

Warrant-1 Eight-Hour Vehicular Volume	The Eight Hour Vehicular Volume signal warrant is intended for application where (A) a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal or (B) where the traffic volume on a major street is so heavy that the traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing a major street.
Warrant-2 Four-Hour Vehicular Volume	The Four Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
Warrant-3 Peak Hour	The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street.

Warrant-4 Pedestrian Volume	The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.
Warrant-5 School Crossing	The School Crossing signal warrant is intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic signal.
Warrant-6 Crash Experience	The Crash Experience Signal warrant conditions are intended for application where the severity and frequency of crashers are the principal reasons to consider installing a traffic control signal.
Warrant-7 Coordinated Signal System	The Coordinated Signal System warrant is intended to provide traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles, thus providing progressive movement through the corridor
Warrant-8 Roadway Network	The Roadway Network warrant conditions are intended to provide a traffic control signal to encourage concentration and organization of traffic flow on a roadway network.

If the location meets traffic signal warrants, the location is evaluated to determine the preliminary feasibility of a traffic signal at this location. Some examples of infeasibility include impacts to hollow sidewalks, requires major roadway widening, insufficient right of way, etc. A roundabout evaluation is conducted concurrently to determine whether a roundabout can be installed at the location in lieu of a traffic signal. If found to be infeasible, the location is no longer considered in the Traffic Signal Program.

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

PROJECT RANKING PROCESS

Phase III

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

1. Collisions……(Max. Points: 55)

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

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

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

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

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

Collision points are assigned as follows:

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

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

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

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

MAJOR STREET WIDTH (FEET)

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

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

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

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

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

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

4. Average Daily Traffic (ADT) Volumes ..... (Max. Points: 10)

Points are assigned based on a comparison of the average daily traffic (ADT) volumes on the intersecting streets, as presented below:

MINOR STREET ADT

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

5. Peak Hour Traffic Volumes..... (Max. Points: 10)

Points are assigned based on a comparison of side street traffic volume to main street traffic volume during the peak hour, as presented below:

MINOR STREET PEAK HOUR VOLUME

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

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

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

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

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

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

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

SUMMARY

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

There were four new intersections added to the traffic signal list:

- 65th Street/11th Avenue
- El Camino Avenue/Albatross Way
- El Camino Avenue/Clay Street
- Florin Road/25th Street

There was one intersection that was moved from the 2010 monitoring list to the traffic signal list. The intersection is:

- J Street/18th Street

There was one intersection removed from the traffic signal list because the location is an intersection between a City street and a private driveway. The City is not responsible for installing a traffic signal at this location. The intersection is:

- Center Parkway/CRC Driveway

There were eight intersections from the 2010 list that received funding. They are:

- Center Parkway/Arroyo Vista Drive
- El Camino Avenue/Boxwood Street
- Franklin Boulevard/Boyce Drive
- Freeport Boulevard/Claudia Drive
- Fruitridge Road/58th Street
- Norwood Avenue/Fairbanks Avenue
- Rio Linda Boulevard/Acacia Drive
- Riverside Boulevard/Park Riviera Drive (N)

There were seven intersections from the 2010 list that were removed from the traffic signal list. These locations no longer meet traffic signal warrants. They are:

- 24th Street/53rd Avenue
- 29th Street/R Street
- Azevedo Drive/Bannon Creek Drive
- Broadway/53rd Street
- Campus Commons Drive/University Avenue
- Capitol Avenue/24th Street
- South Land Park Drive/35th Avenue

There were eleven intersections on the traffic signal monitoring list at which measures were implemented and found to be effective. These locations are no longer considered for the Traffic Signals Program unless conditions change. They are:

- 14th Avenue/73rd Street
- 14th Avenue/Business Drive
- Broadway/14th Street
- Center Parkway/Bamford Drive (N)/Loorz Court
- Center Parkway/Bamford Drive (S)
- Center Parkway/Tangerine Avenue
- K Street/20th Street
- Rio Linda Boulevard/Carmelita Avenue
- Rio Linda Boulevard/Ford Road
- Rio Linda Boulevard/Jessie Avenue
- Valley High Drive/Wyndham Drive

There were two intersections removed from the traffic signal monitoring list. These locations no longer meet traffic signal warrants. They are:

- Florin Road/Cromwell Way
- K Street/23rd Street

There were four intersections which were evaluated for the high number of collisions during the last 3 years and did not meet traffic signal warrants. They are:

- 24th Street/Casa Linda Drive
- Broadway/25th Street
- J Street/20th Street
- 14th Street/O Street

There were two intersections which were evaluated for the high number of collisions during the last 3 years and were determined not feasible locations for a traffic signal. They are:

- 34th Street/2nd Avenue
- La Riviera Drive/College Town Drive

Seven additional intersections were evaluated and did not meet warrants for a traffic signal. These intersections were the result of a survey conducted as part of the community outreach performed for the program. They are:

- 14th Avenue/62nd Street
- 35th Street/4th Avenue
- Capitol Avenue/18th Street
- Capitol Avenue/20th Street
- Gateway Oaks Drive/Venture Oaks Way
- L Street/18th Street
- P Street/17th Street

One additional intersection was evaluated and was determined not feasible for a traffic signal. This intersection was the result of a survey conducted as part of the community outreach performed for the program.

- Broadway/58th Street

TABLE D-1

YEAR 2014 - TRAFFIC SIGNALS

2014 Rank	2010 Rank	Council District	MAIN STREET	SIDE STREET	Notes	Collisions Score	Ped Score	BMP Score	ADT Score	Peak Hour Score	Speed Score	Special Conditions Score	TOTAL SCORE
			Maximum Points in Scoring Category:			**55**	**12**	**5**	**10**	**10**	**5**	**3**	**100**
1	4	8, 7	Mack Road	Summersdale Drive		54	10	5	6	7	4	0	**86**
2	10	8	Meadowview Road	Manorside Drive		55	8	5	5	7	4	0	**84**
3	New	5, 8	Florin Road	25th Street		40	10	5	7	7	4	0	**73**
4	7	3	Truxel Road	Millcreek Dr/Waterwheel Drive		48	7	5	4	4	4	0	**72**
5	6	4	D Street	16th Street		42	5	5	5	7	2	1	**67**
6	New	2	El Camino Avenue	Clay Street		26	8	5	6	7	4	0	**56**
7	New	2	El Camino Avenue	Albatross Way		24	8	5	6	7	4	0	**54**
8	New	4	J Street	18th Street		30	5	5	5	5	2	0	**52**
9	9	5	Freeport Boulevard	Belleau Wood Ln/Bing Maloney Driveway		19	8	5	4	5	5	1	**47**
9	14	6	Florin Perkins Road	24th Avenue		20	6	5	4	7	5	0	**47**
11	12	3	Northgate Boulevard	Sotano Drive/Wisconsin Avenue		13	8	5	5	7	4	0	**42**
11	11	6	65th Expressway	Jansen Drive		15	7	5	4	7	4	0	**42**
13	16	6	Power Inn Road	Belvedere Avenue		9	8	5	7	8	4	0	**41**
13	18	6	Power Inn Road	Alpine Avenue		11	8	5	6	7	4	0	**41**
15	New	6	65th Street	11th Avenue		0	10	5	5	6	4	0	**30**
16	17	7	Riverside Boulevard	Park Riviera Drive (S)	1	8	7	5	4	4	0	0	**28**
17	27	2	Roseville Road	Connie Drive		0	4	5	7	6	5	0	**27**
18	23	6	Munroe Street	Latham Drive		0	6	5	4	5	3	0	**23**
19	21	7	Pocket Road	East Shore Drive		0	7	5	2	3	4	0	**21**
20	33	3	Azevedo Drive	Bannon Creek Drive	1	0	8	5	2	2	0	0	**17**
20	28	2	Rio Linda Boulevard	Arcade Boulevard	1	0	5	5	4	3	0	0	**17**
22	32	2	Marysville Boulevard	Bell Avenue	1	0	2	5	5	4	0	0	**16**
23	34	2	Silver Eagle Road	Mabel Street	1	0	2	5	4	3	0	0	**14**

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

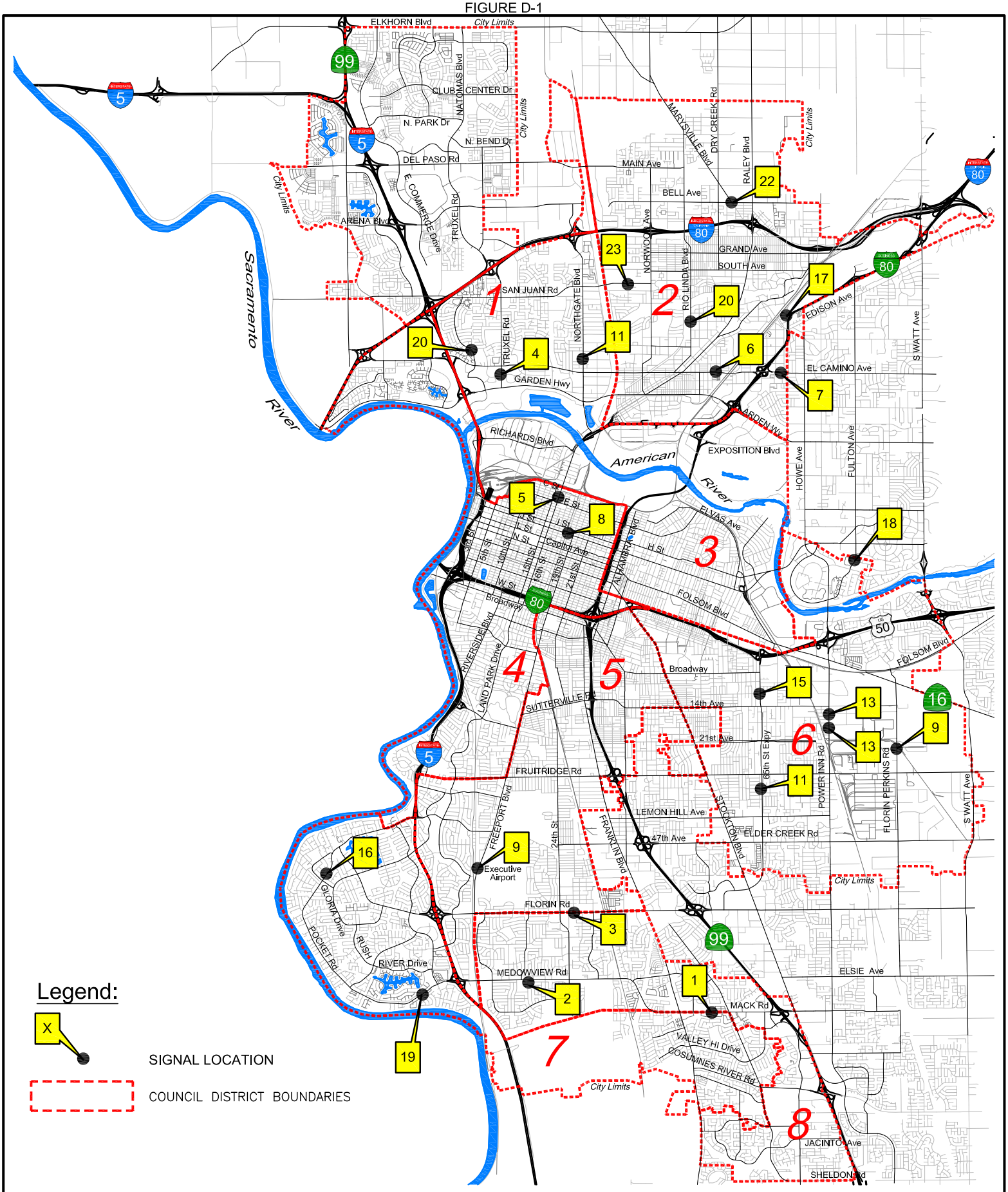
NOTES:

1 Intersection is an all way stop

TABLE D-2 YEAR 2014 - INTERSECTION MONITORING LIST

2010 TPG Status	Council District	Main Street	Side Street	Mitigation
8	2	Norwood Avenue	Ford Road	New signal installation at Norwood Avenue and Fairbanks Avenue; monitor impacts.
New	5, 8	Florin Road	Munson Way	Paint median tip and install object markers; monitor impacts.

FIGURE D-1



Legend:

X — SIGNAL LOCATION

COUNCIL DISTRICT BOUNDARIES

0 1 2 3 MILE

City of SACRAMENTO
Department of Public Works

Date: August 4, 2014

TRAFFIC SIGNALS PROJECTS

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BICYCLE PROGRAM

INTRODUCTION

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

The Caltrans Highway Design Manual, Chapter 1000 (a City Standard adopted by reference in the 2010 Bikeway Master Plan) specifies three classifications of bikeways:

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

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

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

This section of the TPG is organized into three sections: On-Street Bikeways, Off-Street Bikeways and Bike/Pedestrian Bridges. The on-street bikeways combine both Class II and Class III bikeways. These are combined because it is not always clear which of the two facilities would be used for candidate projects when introduced into the TPG. Additional scoping would be necessary to verify what is most appropriate. Off-street bikeways evaluate Class I bikeways as a non-motorized trail or path. Special consideration is given to criteria for bike/pedestrian bridges. Within this section of the TPG, the term “bridges” refers to a stand-alone bike and pedestrian overcrossing or undercrossing including associated approaches.

GOALS AND POLICIES

The Bikeways Program is consistent with the following City of Sacramento General Plan (adopted March 3, 2009), 2035 General Plan Update (to be adopted in 2014), and City/County 2010 Bikeway Master Plan goals and policies:

Goal

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

Policy:

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

Goal

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

Policy:

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

Goal

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

Policies:

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

Goal

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

Policies:

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

PROJECT LIST DEVELOPMENT

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

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

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

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

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

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

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

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

5 points are assigned if the project is located in a Tier 1 or 2 Priority area as defined in the 2035 General Plan Update and 2035 General Plan Update.

Note:

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

Employment Centers = Non-residential sites containing a minimum of 100 employees

High Density Residential = A common project site containing 20 dwelling units per acre and a minimum of 100 dwelling units

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

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

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

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

Bike Trails (Off-Street Bikeways)

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

Bike Lanes/Routes (On-Street Bikeways)

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

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

(A) Class 2

1) Volume:

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

2) Speed:

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

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

(B) Class 3

1) Volume:

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

2) Speed:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PROJECT RANKING PROCESS FOR BICYCLE/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)

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

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

5 points are assigned if the project is located in a Tier 1 or 2 Priority area as defined in the 2035 General Plan Update.

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

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

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

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

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

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

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

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

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

Does it have existing bikeways or walkways on both ends leading to it? 5 points

Will it require bikeway or walkway construction greater than 1000 feet at one end? 3 points

Will it 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 design speed on the proposed bridge.

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

SUMMARY

On-street

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

Fifteen new projects were added to this year's list:

- Auburn Boulevard: Auburn Blvd between Watt Ave and City Limits
- 9th Avenue/8th Avenue: 9th Ave between 24th St and Franklin Blvd; 8th Ave between Franklin Blvd and State Highway 99
- Fruitridge Road East: Fruitridge Rd between South Land Park Dr and LRT Station
- 14th Avenue: 14th Ave between Stockton Blvd and 71st St
- 2nd Avenue/49th Street: 2nd Ave between Stockton Blvd and 49th St; 49th St between 2nd Ave and V St
- Canterbury Road: Canterbury Rd between Arden Way and Slobe Ave
- D Street: D St between 8th St and 17th St; D St between 20th St and 29th St
- 21st Avenue: 21st Ave between Arlington Ave and Martin Luther King Jr Blvd
- 22nd Street/John Still Drive: 22nd St between Meadowview Rd and John Still Dr; John Still Dr between 22nd St and 24th St
- Silver Eagle Road: Silver Eagle Rd between Northgate Blvd and Norwood Ave
- Alta Arden Expressway: Alta Arden Expwy between Arden Way and City Limits
- Stockton Boulevard: Stockton Blvd between T St and Broadway
- J Street: J St between 41st St and 55th St
- 2nd Avenue: 2nd Ave between 26th St and 34th St
- Front Street: Front St pinch point between R St Bridge and O St

There were seven projects deleted since the 2010 TPG. These projects are funded and have been or will be completed.

- Bell Avenue East (Rio Linda Blvd to Winters St) – Project is funded.
- Freeport Boulevard (4th Ave to 14th Ave) – Project is funded.
- Capitol Mall (Front St to 10th St) – Project is funded.
- Bell Avenue West (Norwood Ave to Bollanbacher Ave) – Project is funded.
- Golden Oak Avenue (S. Land Park Dr to Pocket Rd) – Completed.
- South Land Park Bikeways (13th St between 43rd Ave & S. Land Park Dr; 35th Ave between Park Village St & Freeport Blvd) – Completed.
- Windbridge Drive (Pocket Rd to Rush River Dr) – Completed.

Off-street

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

Six new projects were added to this year's list:

- 12th Street Cycletrack: Separated bikeway along North 12th St between L St and Sunbeam Ave
- 5th Street Cycletrack: Separated bikeway along 5th St between I St and Capitol Mall
- H Street Bike Trail: New bike trail along H St between Camellia Ave and Carlson Dr
- Morrison Creek South: New bike trail along the west side of Morrison Creek between Mack Rd and the new Cosumnes River Blvd Extension.
- Riverside Boulevard Cycletrack: Separated bikeway along Riverside Blvd (I-5 side) between Captain's Table Rd and the trail access south of 35th Ave
- Freeport Boulevard/4th Avenue Trail: Widened sidewalk connecting westbound 4th Ave/Freeport Blvd to the crosswalk at westbound 4th Ave/Freeport Blvd

There were three projects deleted since the 2010 TPG. These projects are funded and have been or will be completed.

- South Sacramento Parkway West (along south City Limits from Bill Conlin Park to Meadowview Park) – Project is funded.
- Sutter's Landing East (along the American River from Sutter's Landing Bridge to H St) – Project is funded.
- Union House Creek Trail (along Union House Creek north of Cosumnes River Blvd from Deer Lake Dr to Bruceville Rd) – Project is funded.

Bicycle and Pedestrian Bridges

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

Five projects were added to this year's list:

- Capital City Freeway Overcrossing – Provides an overcrossing just south of Sutter's Landing Bridge to connect to East Sacramento
- North Land Park Tunnel – Provides Bike/Ped undercrossing of I-5 at former RR undercrossing south of Broadway
- 7th Street Underpass – Provides Bike/Ped undercrossing of U.P.R.R. west of 7th St
- Howe Avenue Bridge (Northbound) – Provides Bike/Ped path on east side of northbound Howe Avenue Bridge
- Aspen Undercrossing – Provides Bike/Ped undercrossing at Watt Avenue south of Jackson Road

There were seven projects deleted since the 2010 TPG. These projects are funded and have been or will be completed.

- San Juan Crossing at West Canal – Provides Bike/Ped crossing of San Juan at the West Canal in North Natomas – Bike Lanes installed on San Juan Road.
- Southern Pacific Railyards Underpass – Provides Bike/Ped expansion under Railroad mainline at SP Railyards site – Project funded.
- UPRY Bridge at SCC LRT Station – Provides a Bike/Ped bridge over UP Railroad at Sacramento City College LRT Station – Project funded.
- Guy West Bridge Maintenance (painting) – Project funded.
- Cosumnes River College Crossing (bike/ped bridge from Sunny Creek Way to Cosumnes River Blvd across Union House Creek) – No longer a project.
- California Heritage Center Bridge (bike/ped crossing of the American River adjacent to North 12th St) – No longer a project.
- I-80 Bridge North to South Natomas (bike/ped connection over I-80 near Bannon Creek between North & South Natomas) – No longer a project.

TABLE E-1

YEAR 2014 - BICYCLE PROGRAM
ON-STREET BIKEWAYS

2014 Rank	2010 Rank	Council District	ON-STREET BIKEWAYS		Activity Centers Score	Barrier Elim. Score	Traffic Char. Score	ROW/ Cost Score	Link to transp. System Score	Travel Cont. Score	Geog. Dist. Score	Rec. Poten. Score	Total Score
			Maximum Points in Scoring Category:		**20**	**15**	**15**	**15**	**10**	**10**	**5**	**10**	**100**
			Project Description	**Miles**									
1	**2**	**5,7,8**	**Freeport Boulevard South:** Freeport Blvd between Meadowview Rd and City limits	1.1	20	15	6	15	6	10	5	6	**83**
2	**3**	**2**	**Roseville Road:** Roseville Rd between Auburn Blvd and City limits	2.1	15	15	7	11	10	10	1	8	**77**
3	**New**	**2**	**Auburn Boulevard:** Auburn Blvd between Watt Ave and City limits	1.1	20	10	7	15	10	7	1	4	**74**
4	**14**	**3**	**Pebblewood Drive:** Pebblewood Dr between Rollingbrook Dr and Truxel Rd*	0.4	20	6	7	15	10	10	1	4	**73**
5	**13**	**5,6**	**8th Ave/San Joaquin St:** 8th Ave/San Joaquin St between MLK Blvd and RR tracks	2.6	20	4	8	15	10	7	2	6	**72**
6	**4**	**5**	**Franklin Boulevard:** Franklin Blvd between 2nd Ave and Fruitridge Rd	2.1	20	4	9	11	10	7	2	8	**71**
6	**11**	**3**	**Bannon Creek Drive:** Millcreek Dr between Azevedo Dr and Truxel Rd*	0.3	20	4	7	15	8	10	1	6	**71**
6	**New**	**5**	**9th Ave/8th Ave:** 9th Ave between 24th St and Franklin Blvd; 8th Ave between Franklin Blvd and State Highway 99 Bridge	0.5	20	4	8	15	10	5	1	8	**71**
9	**4**	**3**	**San Juan Road East:** San Juan Rd between Fong Ranch Rd and Tumbleweed Way	0.2	20	6	6	15	8	10	1	4	**70**
10	**6**	**3,6**	**65th Street:** 65th St between 4th Ave and 14th Ave*	0.3	20	2	8	15	10	7	1	4	**67**
10	**8**	**5**	**Middlecoff Wy/Pendleton St/53rd Ave:** Connection from Hogan Dr to 24th St	0.5	20	4	7	15	9	7	1	4	**67**
10	**11**	**8**	**Amherst St/60th Ave/20th St:** Connection from Florin Rd to Chorley Park	0.7	20	4	7	15	9	7	1	4	**67**
13	**9**	**5**	**Sutterville Rd/12th Ave:** Sutterville Rd between Freeport Blvd and Franklin Blvd	0.9	20	10	5	7	10	7	3	4	**66**
13	**New**	**4,5**	**Fruitridge Road East:** Fruitridge Rd between S Land Park Dr and LRT Station	1.7	20	10	5	11	10	7	1	2	**66**
13	**37**	**5**	**24th Street North:** 24th St between 5th Ave and Broadway*	0.4	20	6	5	11	10	7	1	6	**66**
13	**New**	**5,6**	**14th Avenue:** 14th Ave between Stockton Blvd and 71st St	1.3	20	6	3	15	10	7	1	4	**66**
13	**New**	**6**	**2nd Ave/49th St:** 2nd Ave between Stockton Blvd and 49th St; 49th St between 2nd Ave and V St	0.6	20	10	3	15	6	7	1	4	**66**
13	**New**	**2,3**	**Canterbury Road:** Canterbury Rd between Arden Way and Slobe Ave	0.6	20	10	6	15	5	5	1	4	**66**
13	**New**	**4**	**D Street:** D St between 8th St and 17th St; D St between 20th St and 29th St	1.5	20	2	7	15	10	7	1	4	**66**
20	**New**	**5**	**21st Avenue:** 21st Ave between Arlington Ave and MLK Blvd	0.8	20	4	6	15	10	5	1	4	**65**
20	**New**	**8**	**22nd St/John Still Dr:** 22nd St between Meadowview Rd and John Still Dr; John Still Dr between 22nd Street and 24th St	0.7	20	0	7	15	10	7	2	4	**65**
20	**37**	**2**	**Grand Avenue:** Grand Ave between Marysville Blvd and Winters St	1.0	20	6	3	15	10	7	2	2	**65**
24	**New**	**2,3**	**Silver Eagle Road:** Silver Eagle Rd from Northgate Blvd to Norwood Ave	1.0	15	15	5	7	10	7	1	4	**64**
24	**New**	**2**	**Alta Arden Expressway:** Alta Arden Expwy between Arden Way and City limits	0.2	15	15	2	15	7	5	1	4	**64**
23	**16**	**3**	**McKinley Blvd:** McKinley Blvd between 33rd St and Elvas Ave	1.0	20	0	6	15	9	7	1	6	**64**
26	**21**	**4**	**V Street:** V St between 8th St and 24th St	1.2	20	2	8	15	10	5	1	2	**63**
26	**9**	**4,5**	**Seamas Avenue:** Seamas Ave between Peidmont Dr and S Land Park Dr	0.9	20	2	2	15	10	7	1	6	**63**

TABLE E-1

YEAR 2014 - BICYCLE PROGRAM
ON-STREET BIKEWAYS

2014 Rank	2010 Rank	Council District	ON-STREET BIKEWAYS		Activity Centers Score	Barrier Elim. Score	Traffic Char. Score	ROW/ Cost Score	Link to transp. System Score	Travel Cont. Score	Geog. Dist. Score	Rec. Poten. Score	Total Score
			Maximum Points in Scoring Category:		**20**	**15**	**15**	**15**	**10**	**10**	**5**	**10**	**100**
			Project Description	**Miles**									
28	**16**	**8**	**Bruceville Road:** Bruceville Rd between Valley Hi Dr and Wyndham Dr	0.6	20	0	5	15	10	7	1	4	**62**
28	**42**	**6**	**Cucamonga Avenue:** Cucamonga Ave between Ramona Ave and Power Inn Rd	0.3	15	4	8	15	5	10	1	4	**62**
30	**16**	**2**	**Del Paso Boulevard East:** Del Paso Blvd between Arcade Blvd and Dayton St	0.7	0	15	4	15	10	10	1	6	**61**
30	**New**	**5,6**	**Stockton Boulevard:** Stockton Blvd from T St to Broadway	1.0	20	4	10	7	10	5	1	4	**61**
30	**28**	**5**	**33rd Street:** 33rd St between Broadway and 12th Ave	1.3	15	0	7	15	10	7	1	6	**61**
30	**New**	**3**	**J Street:** J St between 41st St and 55th St	0.9	20	2	4	15	8	5	1	6	**61**
34	**20**	**5**	**24th Street South:** 24th St between 22nd Ave and Sutterville Bypass	0.4	20	6	5	11	8	7	1	2	**60**
34	**16**	**2**	**Norwood Avenue:** Norwood Ave between Main Ave and Lindsay Ave	1.3	20	4	5	11	10	5	1	4	**60**
34	**24**	**2**	**Main Avenue:** Main Ave between Pell Dr and Rio Linda Blvd	1.3	10	6	5	15	10	7	3	4	**60**
34	**24**	**5,7**	**Pocket Road:** Pocket Rd between Greenhaven Dr and Freeport Blvd	0.6	10	6	6	15	10	10	1	2	**60**
34	**New**	**5**	**2nd Avenue:** 2nd Ave between 26th St and 34th St	0.6	20	4	1	11	10	7	1	6	**60**
39	**New**	**4**	**Front Street:** Front St pinch point between R St Bridge and O St	0.1	15	4	8	8	6	10	1	6	**58**
40	**30**	**2**	**Los Robles Boulevard:** Los Robles Blvd between Marysville Blvd and Del Paso Blvd	0.7	5	2	8	15	9	7	2	8	**56**
40	**44**	**6**	**Ramona Avenue:** North-South segment between LRT tracks and easterly bend	0.6	10	4	7	15	5	10	1	4	**56**
42	**30**	**3,4**	**H Street West:** H St between Alhambra Blvd and 33rd St	0.2	10	4	8	11	5	10	1	6	**55**
42	**28**	**8**	**Brookfield Drive:** Brookfield Dr between Franklin Blvd and Titan Parkway	0.2	15	6	5	15	9	0	1	4	**55**
44	**24**	**5,7**	**Havenhurst Dr/56th Ave:** Havenhurst Dr between Greenhaven Dr and Greenhaven Dr; 56th Ave between Havenhurst Dr and S Land Park Dr	1.1	10	2	6	15	9	7	1	4	**54**
45	**33**	**5**	**35th Avenue:** 35th Ave between Park Village St and Freeport Blvd	0.4	5	4	4	15	10	10	1	4	**53**
46	**14**	**6**	**Redding Avenue:** Redding Ave between San Joaquin St and 14th Ave	0.4	10	2	6	15	5	10	2	2	**52**
46	**24**	**4**	**Venture Oaks:** Venture Oaks Wy between Gateway Oaks Dr and Gateway Oaks Dr	0.5	15	0	0	15	7	10	1	4	**52**
46	**36**	**4**	**Shady Arbor Drive:** Shady Arbor Dr between West River Dr and dead end	0.2	10	2	8	15	2	10	1	4	**52**
46	**39**	**7**	**Havenside Drive:** Havenside Dr between Riverside Blvd and Florin Rd	1.2	5	2	5	15	10	10	1	4	**52**
50	**43**	**3,4**	**West El Camino Avenue:** W. El Camino Avenue between Gateway Oaks Blvd and I-5	0.4	10	10	5	4	9	10	1	2	**51**
51	**33**	**4**	**Oak Harbor Drive:** Oak Harbor Dr between River Plaza Dr and Gateway Oaks Dr	0.2	10	4	0	15	4	10	1	6	**50**
51	**45**	**1**	**Truxel Road at Del Paso Road:** Intersection improvements for bicycles	0.1	20	2	8	11	4	0	1	4	**50**
53	**33**	**5**	**Broadway:** Broadway between 19th St and 21st St	0.2	10	2	2	11	9	5	1	4	**44**
54	**45**	**7**	**Pocket Road:** Pocket Rd between Park Riviera Wy and Riverside Blvd	0.8	0	0	1	15	9	10	1	4	**40**
55	**47**	**2,3**	**Canterbury Road:** Canterbury Rd between Slobe Ave and Frontage Rd	0.1	0	6	1	8	2	0	2	2	**21**

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

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

TABLE E-2

YEAR 2014 - BICYCLE PROGRAM
OFF-STREET BIKE TRAILS

2014 Rank	2010 Rank	Council District	OFF-STREET BIKEWAYS		Activity Centers Score	Barrier Elim. Score	Traffic Char. Score	ROW/ Cost Score	Link to transp. System	Travel Cont.	Geog. Dist.	Rec Poten.	Total
			Maximum Points in Scoring Category:		**20**	**15**	**15**	**15**	**10**	**10**	**5**	**10**	**100**
			Project Description	Miles									
1	**5**	**7**	**South Sacramento Parkway East** - Bike trail along the South City Limits from the Meadowview Park to Franklin Blvd and along the west side of Franklin Blvd south to Calvine Rd. Distance of 3.83 miles.	3.8	20	10	15	8	10	7	2	6	**78**
2	**5**	**4,5,8**	**Del Rio Bike Trail** - Bike trail along the SPRR right-of-way from I-5 Overcrossing to the Freeport Reservoir. Distance of 4.8 miles.	4.7	20	6	15	12	10	7	1	6	**77**
3	**12**	**2**	**Arcade Creek Bike Trail (Ueda Parkway)** - Bike trail along Arcade Creek from Steelhead Creek to Hagginwood Park. Distance of 1.8 miles	1.9	20	10	15	12	7	7	2	2	**75**
4	**2**	**3**	**Ninos Parkway Bike Trail** - Bike trail in Ninos Parkway from San Juan Rd to B Drain Canal. Distance of 1.1 miles. *	1.0	20	0	15	15	10	7	1	4	**72**
5	**12**	**2**	**Arcade Creek East** - Bike trail along Arcade Creek from Hagginwood Park through Del Paso Park to Auburn Blvd. Distance of 4.08 miles.	4.1	20	2	15	8	9	7	1	8	**70**
5	**12**	**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	4	15	4	10	10	1	6	**70**
5	**17**	**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	6	15	4	10	7	4	4	**70**
5	**New**	**4**	**12th Street Cycletrack - S**eparated bikeway along North 12th St from L Street to Sunbeam Ave. Distance of 1.6 miles.	1.6	20	6	15	11	10	5	1	2	**70**
5	**23**	**5,7,8**	**Freeport South Bike Trail** - Bike trail parallel to Freeport Blvd on the east side from the Antioch Church driveway to the Water Treatment Plant driveway. Distance of 0.28 miles	0.3	15	10	15	15	2	10	1	2	**70**
10	**10**	**1,2,3**	**Steelhead Creek Bike Trail (Ueda Parkway)** - Bike trail along Steelhead Creek from Arcade Creek to Main Ave. Distance of 2.5 miles	2.5	15	6	15	12	4	10	1	6	**69**
11	**New**	**4**	**5th Street Cycletrack** - Separated bikeway along 5th St from I St to Capitol Mall. Distance of 0.3 miles	0.3	20	4	15	11	10	5	1	2	**68**
11	**20**	**5**	**Reichmuth Park to Del Rio Trail** - Bicycle trail following the wooded drainage way from Reichmuth Park to proposed Del Rio Trail	0.7	15	0	15	15	10	10	1	2	**68**
13	**12**	**1**	**Natomas Marketplace Bike Trail** - Bike trail along north side of drainage canal along I-80 from Gateway Park Dr to San Juan Rd. Distance of 1.02 miles.	1.0	15	2	15	12	7	10	2	4	**67**
13	**3**	**3**	**Two Rivers Bike Trail Ph 2 East** - Bike trail along the south levee of the American River from Sacramento Northern Trail to Sutter's Landing Park. Distance of 0.9 miles	0.9	20	6	15	8	6	7	1	4	**67**
15	**8**	**1**	**East Drainage Canal** - Bike trail on the east sides of the East Drain Canal from the C1 Canal to Truxel Rd. Distance of 0.69 miles.	0.7	20	2	15	8	7	10	1	2	**65**
15	**24**	**5**	**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	2	15	15	4	10	4	0	**65**
17	**8**	**2**	**Haggin Oaks Golf Course** - Bike trail from Fulton Ave to Longview Dr.	0.3	10	15	15	7	3	7	3	4	**64**
17	**New**	**3**	**H Street Bike Trail:** Bike trail along H St between Camellia Ave and Carlson Dr. Distance of 0.18 miles.	0.2	20	0	15	4	10	10	1	4	**64**
19	**16**	**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	0	15	4	10	10	2	2	**63**

TABLE E-2

YEAR 2014 - BICYCLE PROGRAM
OFF-STREET BIKE TRAILS

2014 Rank	2010 Rank	Council District	OFF-STREET BIKEWAYS		Activity Centers Score	Barrier Elim. Score	Traffic Char. Score	ROW/ Cost Score	Link to transp. System	Travel Cont.	Geog. Dist.	Rec Poten.	Total
			Maximum Points in Scoring Category:		**20**	**15**	**15**	**15**	**10**	**10**	**5**	**10**	**100**
			Project Description	Miles									
19	**18**	**1**	**North Natomas Regional Park Bike Trails** - Network of bike trails within the North Natomas Regional Park. Distance of 2.4 miles.	2.4	10	0	15	15	9	7	1	6	**63**
19	**27**	**4**	**Sacramento River Bike Trail (Miller Park)** - Bike trail along the Sacramento River from Broadway to Front St. Distance of 0.2 miles.	0.2	15	0	15	12	4	10	1	6	**63**
19	**30**	**3**	**Lanatt Way Access Trail** - Bike trail from Lanatt Way to Sutter's Landing Park. Distance of 0.40 miles.	0.4	15	15	15	4	3	7	2	2	**63**
19	**41**	**3,4**	**SP Railyards** - Bike trail through the SP railyards from E St to the Sacramento River Bike Trail. Distance of 0.55 miles.	0.6	15	6	15	4	10	7	2	4	**63**
24	**20**	**8**	**Laguna Creek South Trail** - Bike trail along the south side of Laguna Creek from the existing bridge westward to the City limits. Distance of 0.26 miles	0.4	10	4	15	15	3	10	1	4	**62**
25	**20**	**6**	**Jefferson Lofts Bike Trail** - Bike trail near Jefferson Lofts from Redding Ave to connect to the future 4th Ave Extension at the Railroad. Distance of 0.25 miles.	0.3	20	2	15	8	3	10	1	2	**61**
25	**31**	**2**	**Robla Creek Bike Trail (Ueda Parkway)** - Bike trail along Robla Creek from Main Ave to Sacramento Northern Bike Trail. Distance of 1.7 miles.	1.7	10	4	15	12	7	7	4	2	**61**
25	**31**	**2**	**UPRR Tracks (old SP east/west mainline) -** Sacramento to Roseville	5.8	15	0	15	4	8	10	5	4	**61**
28	**19**	**3,6**	**UPRR Tracks (old SP east/west mainline) -** CSUS to Power Inn Road	2.5	20	0	15	4	9	7	1	4	**60**
28	**24**	**1**	**Airport Road Trail** - Bike trail along the current alignment of Airport Rd between San Juan Rd and Arena Blvd. Distance of 1.24 miles.	0.8	15	10	15	4	6	7	1	2	**60**
28	**New**	**7,8**	**Morrison Creek South - B**ike trail along the west side of Morrison Creek from Mack Rd to the new Cosumnes River Blvd Extension. Distance of 1.19 miles.	1.2	5	6	15	8	10	10	2	4	**60**
31	**24**	**8**	**Center Parkway Extension** - Bike trail on the west side of Center Parkway from Jacinto Park to Sheldon Rd. Distance of 0.28 miles.	0.4	10	0	15	15	2	10	1	6	**59**
32	**27**	**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**
33	**7**	**2,3**	**Ueda Park Bike Trail Connection to Sacramento Northern Trail** - Trail along the east side of Steelhead Creek from El Camino Ave to Sacramento Northern Trail	0.4	10	4	15	8	5	10	1	4	**57**
33	**37**	**4,7**	**Sacramento River Parkway (Upper Pocket)** - Bike trail on the Sacramento River levee from Clipper Way to Arabella Way. Distance of 2.0 miles	2.0	10	2	15	8	3	10	1	8	**57**
35	**27**	**2**	**Haggin Oaks Golf Course West** - Bike trail from Connie Dr to Arcade Creek. Distance of 0.81 miles.	0.8	10	0	15	11	3	10	1	6	**56**
35	**35**	**4**	**Shady Arbor Trail** - Bike trail though Shady Arbor Neighborhood Park between Shady Arbor Ct and Barandas Dr. Distance of 0.08 miles.	0.1	10	0	15	15	3	10	1	2	**56**
35	**52**	**6**	**4th Avenue Bike Trail -** East-West bike trail extending 4th Ave from Redding Ave to Ramona Ave. Distance of 0.53 miles.	0.5	15	6	15	0	7	10	1	2	**56**
35	**44**	**8**	**Morrison Creek** - Bike trail along Morrison Creek from Mack Rd to 53rd Ave. Distance of 2.17 miles.	2.2	0	4	15	15	8	7	3	4	**56**
39	**35**	**4**	**Riverfront Master Plan Trails -** Bike trail system upgrades and enhancements between R St and I St along the Sacramento River.	0.7	15	0	15	4	6	10	1	4	**55**
39	**31**	**1**	**Whitter Ranch Bike Trail** - North-South bike trail along east edge of Whitter Ranch from Natomas Crossing Dr to San Juan Rd. Distance of 0.4 miles.	0.4	10	0	15	12	3	10	1	4	**55**

TABLE E-2

YEAR 2014 - BICYCLE PROGRAM
OFF-STREET BIKE TRAILS

2014 Rank	2010 Rank	Council District	OFF-STREET BIKEWAYS		Activity Centers Score	Barrier Elim. Score	Traffic Char. Score	ROW/ Cost Score	Link to transp. System	Travel Cont.	Geog. Dist.	Rec Poten.	Total
			Maximum Points in Scoring Category:		**20**	**15**	**15**	**15**	**10**	**10**	**5**	**10**	**100**
			Project Description	Miles									
39	**New**	**4**	**Riverside Boulevard Cycletrack** - Separate bike trail between Riverside Boulevard and Interstate 5 between Captain's Table and trail access south of 35th Avenue	0.9	10	0	15	8	10	7	1	4	**55**
42	**37**	**3,4,6**	**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**
42	**43**	**1**	**I-5 Bike Trail System** - Bike trails along both sides of Interstate 5 from Hwy 99 interchange to San Juan Rd. Distance of 7.2 miles.	7.2	5	0	15	12	10	7	1	4	**54**
42	**41**	**3**	**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.	0.8	5	6	15	8	6	10	2	2	**54**
45	**37**	**4**	**Sacramento River Parkway (Little Pocket)** - Bike trail on the Sacramento River levee from Captain's Table to trailhead at 35th Ave. Distance of 1.6 miles.	1.6	10	0	15	8	3	10	1	6	**53**
46	**45**	**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	5	0	15	11	6	10	1	4	**52**
47	**45**	**3**	**I-5 South Natomas Bike Trail** - North-South bike trail along east edge of I-5 from San Juan Rd to West El Camino Ave. Distance of 1.22 miles.	1.2	10	0	15	8	5	10	1	2	**51**
48	**54**	**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	5	4	15	4	9	7	2	4	**50**
48	**New**	**4,5**	**Freeport Boulevard/4th Avenue Trail:** Widened sidewalk connecting westbound 4th Ave/Freeport Blvd to the crosswalk at westbound 4th Ave/Freeport Blvd	0.1	10	4	15	8	8	0	1	4	**50**
48	**49**	**7**	**Sacramento River Parkway (Middle Pocket)** - Bike trail on the Sacramento River levee from the Garcia Bend Park to Arabella Way. Distance of 1.9 miles[(2)]	1.5	10	0	15	8	2	10	1	4	**50**
51	**31**	**2,3**	**Ueda Park Bike Trail Connection at El Camino Avenue Bridge** - Pave the undercrossing at the new West El Camino bridge where it crosses the Steelhead Creek drainage canal (west side of canal). Distance of .17 miles.	0.2	5	0	15	12	4	10	1	2	**49**
51	**47**	**1**	**Arena Access Trail** - East-West bike trail between East Commerce Way to Del Paso Rd overpass. Distance of 0.68 miles.	0.7	10	2	15	8	4	7	1	2	**49**
51	**49**	**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.	1.7	10	2	15	4	8	7	1	2	**49**
54	**37**	**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	4	15	0	3	10	1	4	**47**
55	**49**	**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	3	10	1	2	**46**
56	**53**	**2**	**Roanoke Avenue Access Trail** - Bike trail from Roanoke Ave to Winters St. Distance of 200 feet.	0.0	0	2	15	15	0	10	2	0	**44**
57	**47**	**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	0	0	15	4	3	10	1	4	**37**
58	**55**	**6**	**Ramona Avenue Bike Trail** - North-South bike trail extending from Ramona Ave to 14th Ave. Distance of 0.25 miles.	0.3	5	0	15	0	3	10	1	2	**36**

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

TABLE E-3

YEAR 2014 - BICYCLE PROGRAM
BIKE/PED BRIDGES

2014 RANK	2010 RANK	Council District	BIKE/PED BRIDGE PROJECTS	Population Score	Activity Center Score	Barrier Elimination Score	Crossing Type Score	ROW/Cost Score	Transp. System Score	Travel Continuity Score	TOTAL
			Maximum Points in Scoring Category:	**20**	**20**	**40**	**5**	**5**	**5**	**5**	**100**
1	**2**	**4**	**Discovery Park** - Provides Bike/Ped. Connection over the American River for an all weather connection between Natomas and downtown.	12	15	40	5	4	5	5	**86**
2	**11**	**1,3**	**I-80 Bridge(N to S. Natomas)** - Provides Bike/Ped. Connection over I-80 at the WAPA Corridor between North & South Natomas.	8	15	40	5	2	5	3	**78**
3	**1**	**3**	**Sutter Landing Bridge** - Provides Bike/Ped. Connection over the American River between the American River Parkway and Sutter Landing Park.	10	10	40	5	4	1	5	**75**
4	**New**	**4**	**Capital City Freeway Overcrossing** - Provides an overcrossing just south of the Sutter Landing Bridge to connect to East Sacramento	10	10	30	5	5	3	5	**68**
5	**9**	**4**	**Richards Boulevard Bike/Ped Bridge** - Provides Bike/Ped over Sacramento River west of Richards Boulevard.	15	15	20	5	4	5	3	**67**
6	**9**	**3**	**Downtown Natomas Airport Joint Use Bridge** - Provides Bike/Ped over American River in line with Truxel Rd.	14	15	20	5	4	3	5	**66**
7	**7**	**3**	**Glenn Hall Park Bridge** - Provides Bike/Ped. Connection over the American River between the American River Parkway and the Riverpark neighborhood.	10	10	30	5	4	1	5	**65**
8	**New**	**4**	**North Land Park Tunnel** - Provides Bike/Ped. undercrossing of I-5 at former RR undercrossing south of Broadway.	13	15	20	5	3	3	3	**62**
9	**19**	**4**	**Pioneer Bridge** - Provides Bike/Ped. Connection over Sacramento River by suspending below the Pioneer Bridge (Capitol City Freeway).	14	10	20	5	4	3	5	**61**
10	**29**	**1,3**	**I-80 Bridge East of Truxel Interchange** - Provides Bike/Ped over I-80 in line with Truxel Rd. Potential joint-use with LRT crossing.	8	15	20	5	4	3	5	**60**
11	**5**	**4**	**Garden Highway to West Sacramento** - Provides a Bike/Ped Crossing of Sacramento River from Garden highway to West Sacramento.	6	0	40	5	1	1	5	**58**
12	**16**	**4**	**I Street Bridge** - Provides Bike Ped deck at railroad level over Sacramento River.	15	15	10	5	4	5	3	**57**
13	**6**	**3**	**B-Drain, south of Rosin Blvd** - Provides Bike/Ped. over B Drain connecting bike trail near future Rosin Blvd to neighborhood south of drain.	9	10	20	5	4	1	5	**54**
14	**31**	**2,3**	**Canterbury Road Bridge** - Provides Bike/Ped. expansion over State Route 160 at Canterbury Road.	9	10	20	5	3	1	5	**53**
15	**28**	**1**	**East Drain at Sump 20**- Provides Bike/Ped. Connection over East Drain Canal near Sump 20 in North Natomas.	7	10	20	5	2	1	5	**50**
15	**4**	**4**	**River Plaza Dr at main Drain Canal** - Provides Bike/Ped. crossing over Main Drain Canal connecting River Plaza Dr.	6	5	20	5	4	5	5	**50**

TABLE E-3

YEAR 2014 - BICYCLE PROGRAM
BIKE/PED BRIDGES

2014 RANK	2010 RANK	Council District	BIKE/PED BRIDGE PROJECTS	Population Score	Activity Center Score	Barrier Elimination Score	Crossing Type Score	ROW/Cost Score	Transp. System Score	Travel Continuity Score	TOTAL
			Maximum Points in Scoring Category:	**20**	**20**	**40**	**5**	**5**	**5**	**5**	**100**
17	**21**	**3**	**Two Rivers Trail Bridge** - Provides a Bike/Ped Crossing of North12th/North 16th Streets along the south bank of the American River Parkway.	14	10	10	5	3	1	5	**48**
17	**33**	**3,4**	**I-5 Bridge in S. Natomas** - Provides Bike/Ped. connection over I-5 between West El Camino Ave and Garden Highway.	9	5	20	5	3	1	5	**48**
17	**19**	**2**	**Haggin Oaks Crossing** - Provides Bike/Ped. Connection over railroad tracks and Arcade Creek connecting north Sacramento to Haggin Oaks Bike Trail.	7	5	20	5	3	3	5	**48**
17	**16**	**3,6**	**H Street Bridge** - Provides Bike/Ped. Path on the north side of the H Street bridge.	9	20	5	5	3	1	5	**48**
21	**46**	**1**	**West Canal Crossing at El Centro Rd** - Provides Bike/Ped. connection over West Canal at El Centro Rd in North Natomas.	3	0	30	5	3	1	5	**47**
22	**11**	**3,6**	**Bridge at Redding to Folsom** - Provides Bike/Ped. Connection under Railroad mainline connecting Redding Avenue to Folsom Boulevard.	9	20	5	5	1	1	5	**46**
22	**26**	**4**	**R Street/Garden Street Bridge** - Provides Bike Ped Connection over Sacramento River at R Street.	16	10	5	5	4	3	3	**46**
22	**25**	**4**	**South of El Camino at Main Drain Canal** - Provides Bike/Ped. crossing over Main Drain Canal at Bike trail south of A-1 Market.	7	15	5	5	4	5	5	**46**
25	**New**	**3**	**7th Street Underpass** - Provides Bike/Ped. undercrossing of U.P.R.R. west of 7th St.	15	5	10	5	4	3	3	**45**
26	**26**	**1**	**Town Center Pedestrian Bridge** - Provides Ped. Connection over Del Paso Boulevard at the Town Center in NorthNatomas.	7	20	5	3	5	1	3	**44**
27	**41**	**2,3**	**Del Paso Boulevard Bridge** - Provides a Bike/Ped Crossing of Del Paso Boulevard at the floodgates along the north bank of the American River Parkway.	11	10	5	2	4	5	5	**42**
28	**16**	**8**	**State Route 99 at Calvine Bridge** - Provides a Bike/Ped Crossing of State Route 99 north of Calvine Road.	7	0	20	5	2	1	5	**40**
29	**34**	**4**	**Land Park I-5 Bridge** - Provides a bike/ped crossing of Interstate 5 by expanding the Land Park Railroad Bridge	7	5	10	5	4	3	5	**39**
29	**New**	**6**	**Howe Avenue Bridge (Northbound)** - Provides Bike/Ped. Path on east side of northbound Howe Avenue Bridge	8	10	5	5	3	5	3	**39**
31	**32**	**2**	**Pilgrim Court Bridge** - Provides a Bike/Ped Crossing of Arcade Creek at Pilgrim Court between Los Robles Boulevard and Del Paso Boulevard.	8	0	10	5	5	5	5	**38**
31	**41**	**1,2**	**Main Avenue Low Flow Bridge** - Provides a low flow bike/ped crossing of Steelhead Creek in the vicinity of Main Avenue Bridge.	5	10	10	5	4	1	3	**38**

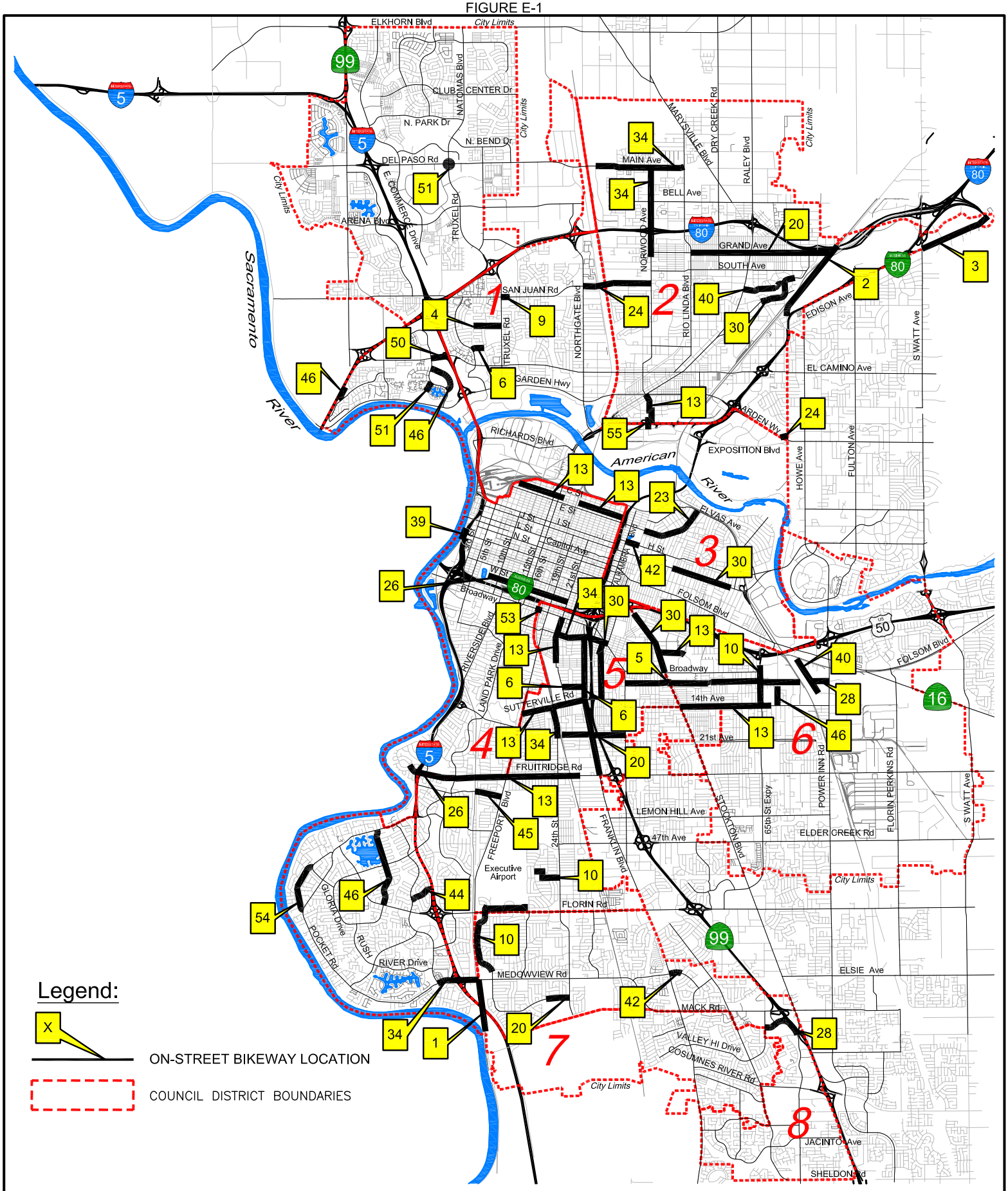
TABLE E-3

YEAR 2014 - BICYCLE PROGRAM
BIKE/PED BRIDGES

2014 RANK	2010 RANK	Council District	BIKE/PED BRIDGE PROJECTS	Population Score	Activity Center Score	Barrier Elimination Score	Crossing Type Score	ROW/Cost Score	Transp. System Score	Travel Continuity Score	TOTAL
			Maximum Points in Scoring Category:	**20**	**20**	**40**	**5**	**5**	**5**	**5**	**100**
33	**21**	**1**	**Northgate Boulevard at C1 Canal** - Provides Bike/Ped. Crossing of Northgate Boulevard at the C1 Canal in North Natomas.	6	15	5	3	2	1	5	**37**
33	**21**	**1**	**Gateway Park Boulevard at C1 Canal** - Provides Bike/Ped. Crossing of C1 Canal at Gateway Park Boulevard in North Natomas.	7	10	5	5	4	1	5	**37**
33	**24**	**Co.**	**National Dr at C1 Canal** - Provides Bike/Ped. Crossing of C1 Canal at National Dr in North Natomas.	7	10	5	5	4	1	5	**37**
36	**34**	**3**	**San Juan Rd at Ninos Parkway** - Provides Bike/Ped. bike trail crossing at San Juan Ave at Ninos Parkway (may be at-grade)	8	10	5	2	5	1	5	**36**
37	**45**	**1**	**Natomas Crossing Drive at West Canal** - Provides Bike/Ped. crossing of Natomas Crossing Dr in North Natomas.	4	10	10	2	3	1	5	**35**
37	**34**	**1**	**Arena Blvd. At East Drain** - Provides Bike/Ped. Connection over Arena Boulevard at the East Drain Canal in North Natomas.	7	15	0	2	5	1	5	**35**
39	**8**	**1**	**San Juan Rd at I-80** - Provides a Bike/Ped Bridge over I-80 aligned with San Juan Rd.	7	10	0	5	4	3	5	**34**
39	**38**	**4**	**West El Camino near Main Drain** - Provides Bike/Ped. crossing at West El Camino near Main Drain Canal	7	10	0	2	5	5	5	**34**
41	**34**	**1**	**Del Paso Rd at East Drain** - Provides Bike/Ped. Connection over Del Paso Rd at the East Drain Canal in North Natomas.	7	10	0	3	5	1	5	**31**
42	**41**	**3**	**West El Camino Ave at Ninos Parkway** - Provides Bike/Ped. bike trail crossing at West El Camino at Ninos Parkway (may be at-grade)	8	5	0	2	5	1	5	**26**
43	**38**	**1**	**Del Paso at West Canal** - Provides Bike/Ped. Crossing of Del Paso Road at the West Canal in North Natomas.	2	0	10	3	4	1	5	**25**
44	**New**	**6**	**Aspen Undercrossing** - Provides Bike/Ped. undercrossing at Watt Avenue south of Jackson Road,	4	5	0	3	1	1	5	**19**
45	**47**	**1**	**El Centro Rd at West Canal** - Provides Bike/Ped. crossing of El Centro Rd at the West Canal in North Natomas.	3	0	0	2	4	1	5	**15**

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

FIGURE E-1



Legend:

X — ON-STREET BIKEWAY LOCATION

COUNCIL DISTRICT BOUNDARIES

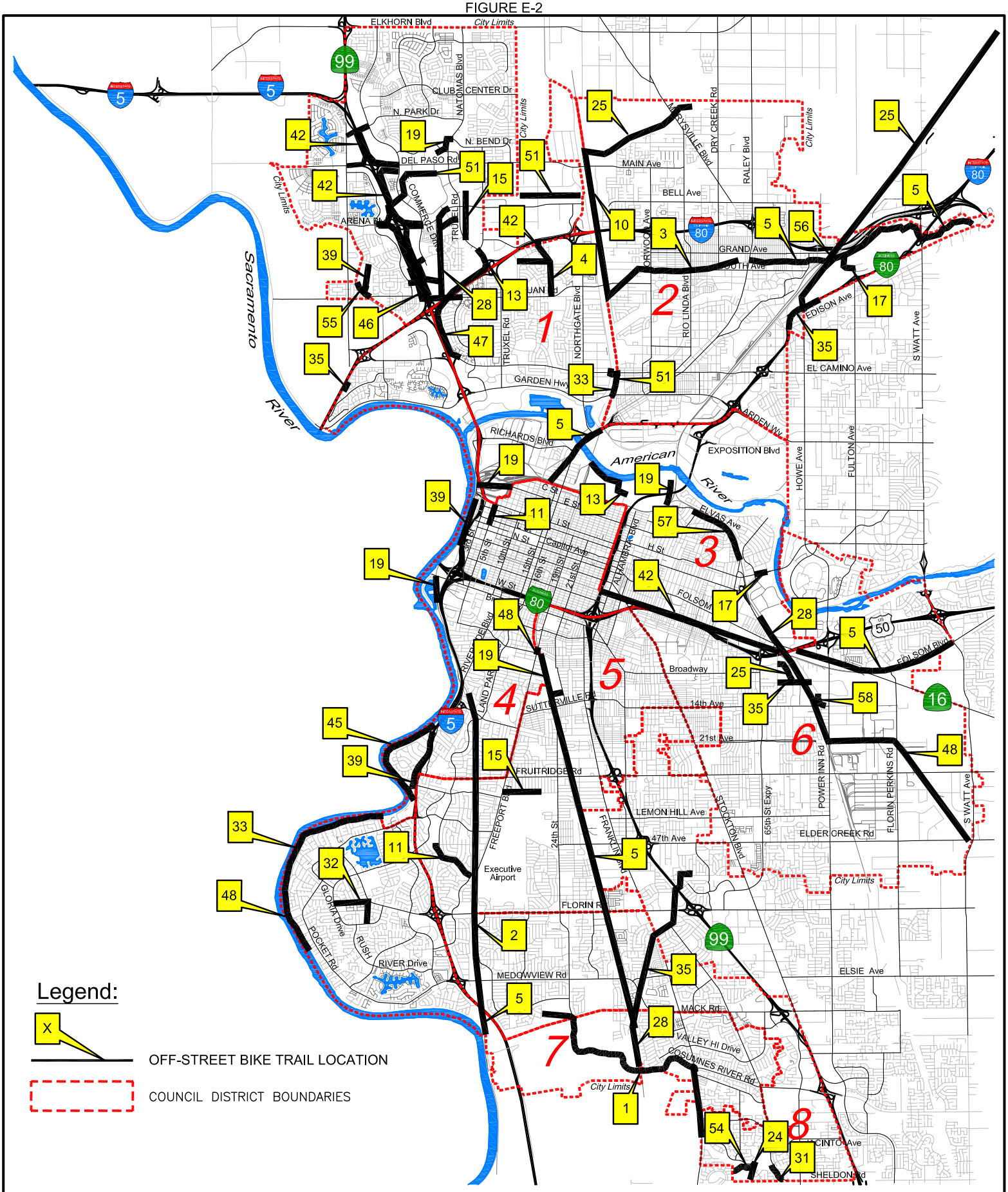
0 1 2 3 MILE

City of SACRAMENTO
Department of Public Works

BICYCLE PROGRAM - ON-STREET BIKEWAY PROJECTS

Date: August 4, 2014

FIGURE E-2

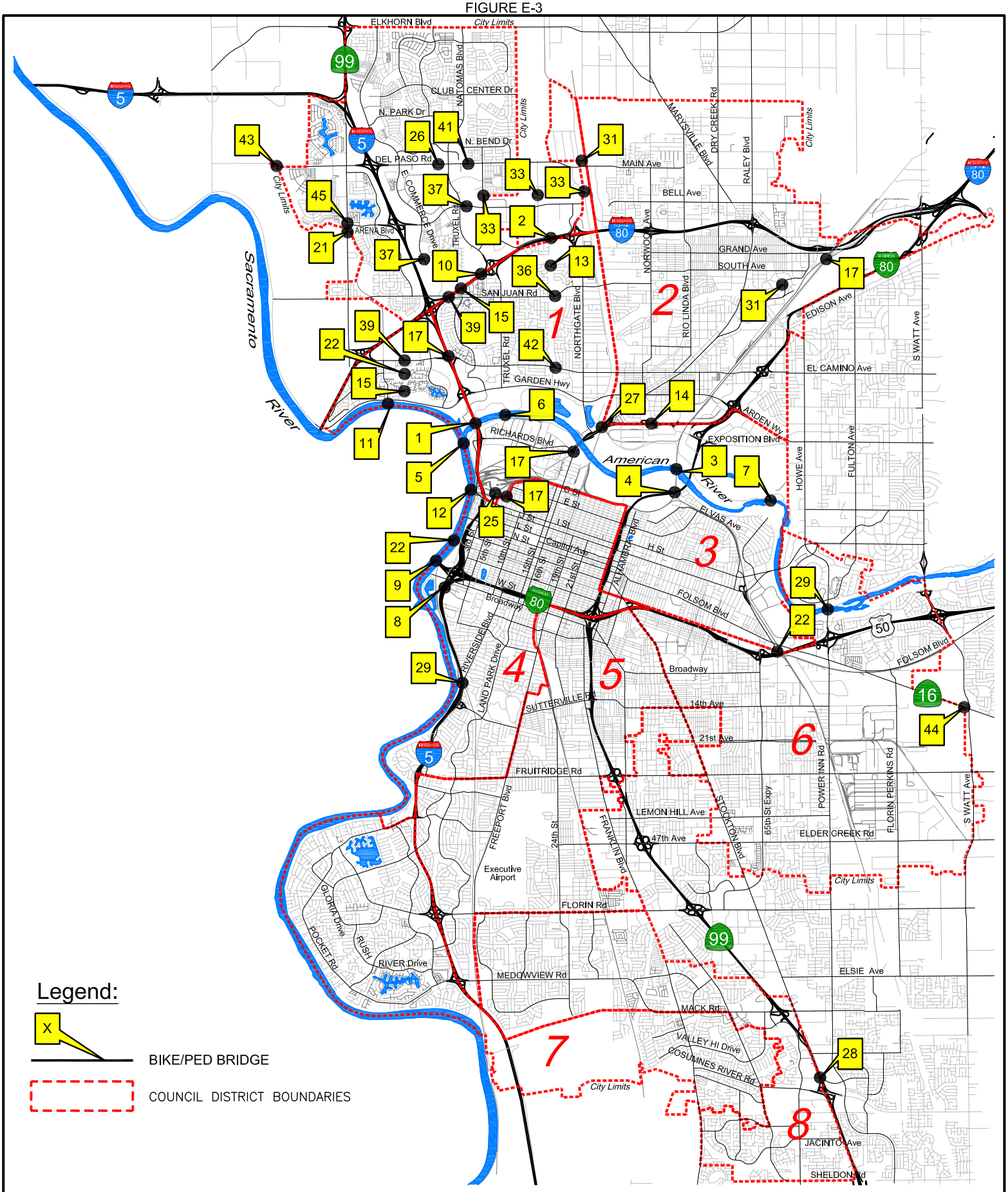


City of SACRAMENTO
Department of Public Works

BICYCLE PROGRAM - OFF-STREET BIKE TRAILS PROJECTS

Date: August 4, 2014

FIGURE E-3



City of SACRAMENTO
Department of Public Works

BICYCLE PROGRAM - BIKE/PED BRIDGE PROJECTS

Date: August 4, 2014

BRIDGE REPLACEMENT AND REHABILITATION PROGRAM

INTRODUCTION

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

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

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

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

GOAL AND POLICIES

The Bridge Replacement and Rehabilitation Program is consistent with the following City of Sacramento 2030 General Plan (adopted March 3, 2009) and 2035 General Plan Update (to be adopted in 2014) goal and policies:

Goal

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

Policies:

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

PROJECT LIST DEVELOPMENT

Eligibility Criteria

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

Project Identification

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

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

PROJECT RANKING PROCESS

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

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

Points = 50 If the Sufficiency Rating $\leq$ 50 and the structure is flagged as Structurally Deficient (SD) or Functionally Obsolete (FO)

Points = 25 If the Sufficiency Rating $\leq$ 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) $\leq$ 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) $\leq$ 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 routes[1] have a gap across or are detoured around the bridge

A gap across the structure exists when bike lanes on either the structure or 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)

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

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

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

Deck Geometry……(Max. Points: 10)

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

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

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

$$\text{Points} = \frac{\text{Point Total of Project}}{\text{Highest Point Total of All Candidate Projects}} \times 10$$

Waterway Adequacy……(Max. Points: 10)

Points = 10 If bridge has a score $\leq$ 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.

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

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

SUMMARY

Table F-1 presents the final point total and relative deficiency ranking for all twenty-six 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 bridge projects.

Three new projects were added to the list:

- Elvas Ave at J St
- Rio Linda Blvd at Hagginwood Creek
- Arden Wy at UPRR, BNSF, Amtrak, LRT

The following projects were deleted from the list:

- Norwood Ave at Arcade Creek – Completed
- Roseville Rd at Arcade Creek – Funded
- Auburn Blvd at Arcade Creek – Funded
- Rio Linda Blvd at Magpie Creek – Funded
- Vinci Ave at Magpie Creek Diversion – Most recent inspection report shows a Sufficiency Rating greater than 80 and no SD/FO flag
- Verano St at Arcade Creek – Most recent inspection report shows a Sufficiency Rating greater than 80 and no SD/FO flag
- Marysville Blvd at Arcade Creek – Most recent inspection report shows a Sufficiency Rating greater than 80 and no SD/FO flag
- Florin Perkins Rd at Morrison Creek – Most recent inspection report shows a Sufficiency Rating greater than 80 and no SD/FO flag
- Wyndham Dr at Union House Creek – Most recent inspection report shows a Sufficiency Rating greater than 80 and no SD/FO flag
- Gloria Dr at Main Canal – Most recent inspection report shows a Sufficiency Rating greater than 80 and no SD/FO flag

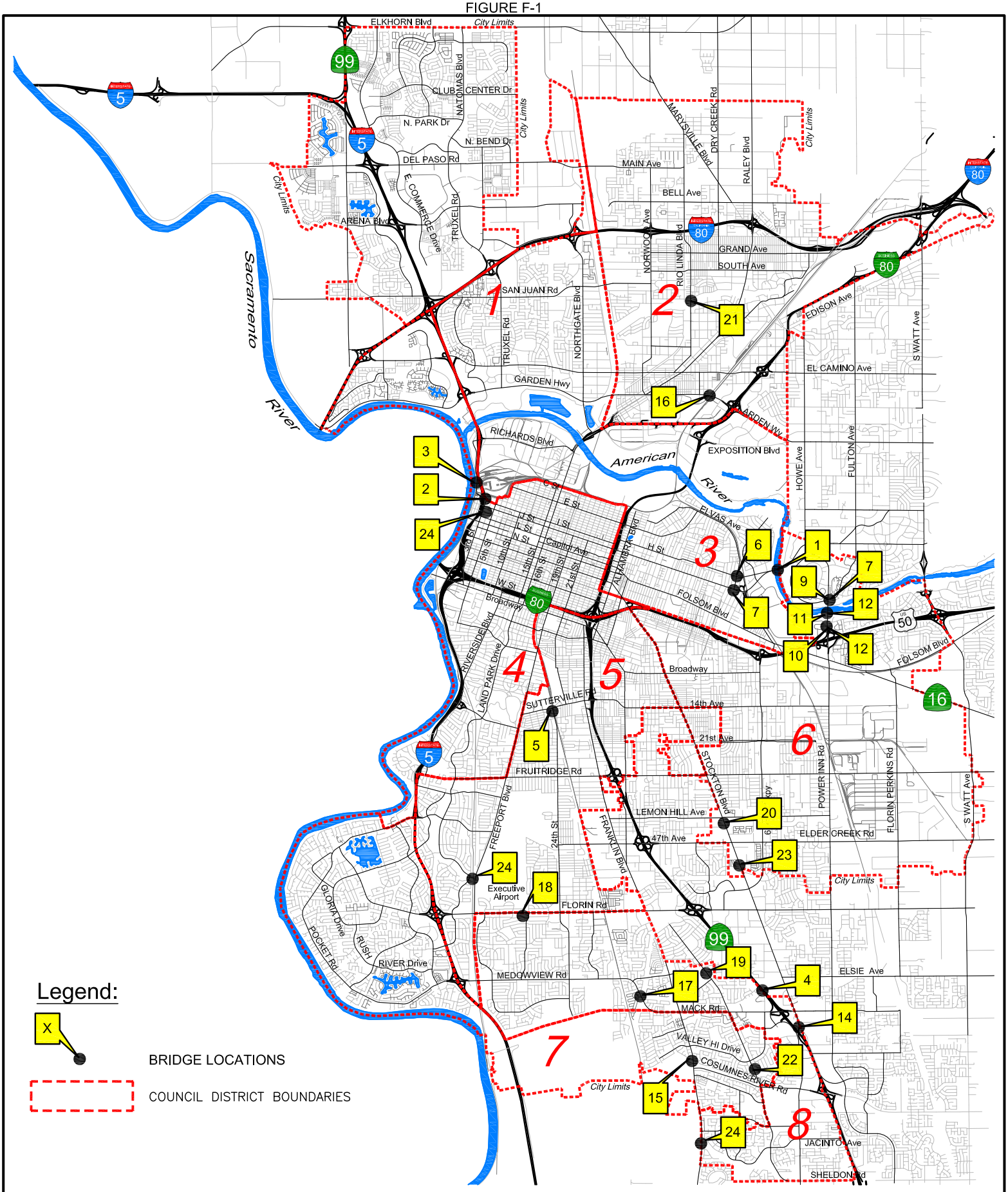
TABLE F-1

YEAR 2014 - BRIDGE REPLACEMENT/ REHABILITATION

2014 Rank	2010 Rank	Council District	Bridge No.	BRIDGE NAME	SD/FO FLAG	Sufficiency Rating	Structural Deficiency Score	Service Deficiency Score	Functional Deficiency Score	TOTAL SCORE
				Maximum Points in Scoring Category:			**50**	**20**	**30**	**100**
1	3	6	24C0076	H STREET @ American River	FO	59	25	20	10.2	**55.2**
2	7	4	24C0364L	I STREET @ I Street Viaduct	SD	67.9	25	10	17.5	**52.5**
3	1	4	24C0006	JIBBOOM ST @ UP RR YARD	SD	54.2	25	20	6.3	**51.3**
4	6	8	24C0093	LA MANCHA WAY @ Elder Creek	SD	71.9	25	20	0.5	**45.5**
5	12	5	24C0300	SUTTERVILLE ROAD @ UP RR, BNSF RY & 24th St	FO	78.7	25	20	0.3	**45.3**
6	9	3	24C0069	ELVAS AVENUE @ H Street	FO	76.1	25	10	3.9	**38.9**
7	16	6	24C0143R	HOWE AVENUE @ University Avenue (Northbound)		68.3	0	10	3.7	**13.7**
7	New	3	24C0071	ELVAS AVENUE @ J Street		76.9	0	10	3.7	**13.7**
9	14	6	24C0143L	HOWE AVENUE @ University Avenue (Southbound)		68.4	0	10	3.6	**13.6**
10	17	6	24C0142R	HOWE AVENUE @ La Riviera Dr (Northbound)		70.4	0	10	3.1	**13.1**
11	19	6	24C0107L	HOWE AVENUE @ American River (Southbound)		57.6	0	10	2.9	**12.9**
12	15	6	24C0142L	HOWE AVENUE @ La Riviera Drive (Southbound)		68.6	0	10	2.7	**12.7**
12	18	6	24C0107R	HOWE AVENUE @ American River (Northbound)		58.4	0	10	2.7	**12.7**
14	20	8	24C0091	STOCKTON BOULEVARD @ Union House Creek		63.6	0	10	1.3	**11.3**
15	24	7	24C0521	FRANKLIN BOULEVARD @ Union House Creek	SD	91.8	0	10	0.6	**10.6**
16	New	2,3	24C0353	ARDEN WAY @ UP,BNSF,AMTRAK,SCRTD LRT		77.7	0	10	0.2	**10.2**
17	23	8	24C0252	MACK ROAD @ Morrison Creek	SD	92.6	0	10	0.1	**10.1**
18	11	5	24C0289	56TH AVENUE @ South Sacramento Drain		75.1	0	10	0.0	**10.0**
19	26	8	24C0219L	CENTER PARKWAY @ Elder Creek	SD	82.9	0	0	5.7	**5.7**
20	28	6	24C0096	STOCKTON BOULEVARD @ Morrison Creek Tributary		77.9	0	0	1.8	**1.8**
21	New	2	24C0127	RIO LINDA BOULEVARD @ Hagginwood Creek		73.1	0	0	0.7	**0.7**
22	29	7,8	24C0299	CENTER PARKWAY @ Strawberry Creek	SD	93.5	0	0	0.2	**0.2**
23	30	6	24C0097	STOCKTON BOULEVARD @ Morrison Creek		74.4	0	0	0.1	**0.1**
24	31	8	24C0116	FRANKLIN BOULEVARD @ Laguna Creek	SD	93.7	0	0	0.0	**0.0**
24	32	5	24C0295	EXECUTIVE AIRPORT ROAD @ Executive Drain		52.6	0	0	0.0	**0.0**
24	32	4	24CO378	K STREET @ K Street at Holiday Garage		78.9	0	0	0.0	**0.0**

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

FIGURE F-1



Legend:

X — BRIDGE LOCATIONS

COUNCIL DISTRICT BOUNDARIES

0 1 2 3 MILE

City of SACRAMENTO
Department of Public Works

BRIDGE REPLACEMENT/REHABILITATION PROJECTS

Date: August 4, 2014

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STREETSCAPE ENHANCEMENT PROGRAM

INTRODUCTION

Corridor Landscaping

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

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

1. Commercial Corridors
2. Other Corridors

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

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

GOALS AND POLICIES

The Streetscape Enhancement Program is consistent with the following City of Sacramento 2030 General Plan (adopted March 3, 2009) and 2035 General Plan Update (to be adopted in 2014) goal and policies:

Goal

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

Policies:

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

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

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

The Streetscape Enhancement Program is also consistent with the City of Sacramento Economic Development Strategy (approved by City Council in May 2013) goal to strengthen and revitalize the city's business districts and 19 commercial corridors.

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

1. Improve and Expand Public Safety

Policy:

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

2. Achieve Sustainability and Enhance Livability

Policy:

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

3. Expand Economic Development throughout the City

Policy:

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

The Council has established the following program goals:

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

COMMERCIAL CORRIDOR PROGRAM

The eligible commercial corridors within the identified boundaries are eligible for the Streetscape Enhancement Commercial Corridor program:

1. 12th Street (Richards Boulevard to I Street)
2. 16th Street (Richards Boulevard to Broadway)
3. 65th Street
4. Broadway West (Miller Park to Alhambra Boulevard)
5. Broadway East (Alhambra Boulevard to Stockton Boulevard)
6. Del Paso Boulevard (Acoma Street to Marysville Boulevard)
7. Florin Road (Franklin Boulevard to 24th Street)
8. Folsom Boulevard West (Alhambra Boulevard to UPRR Overcrossing)

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

OTHER CORRIDOR PROGRAM

The corridors eligible for streetscape enhancement under the Other Corridors program include all the streets that are not listed above. 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 for both the Commercial Corridors and Other Corridors Programs:

- In-fill street lighting to satisfy design guideline practices
- 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

PROJECT RANKING PROCESS

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

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

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

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

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

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

3. Economic Development & Infill.....(Max. Points: 30)

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

- Does the project fall within an Eligible Commercial Corridor?
  If Yes – 5 points, If No – 0 points
- Does the project fall within a Tier 1 Priority area?
  If Yes – 10 points, If No – 0 points
- Is the project located in a Business Improvement District (BID) or Property-Based Improvement District (PBID)?
  If Yes – 10 points, If No – 0 points
- Is the project located in a Community Development Block Grant (CDBG) eligible area?
  If Yes – 5 points, If No – 0 points

4. 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

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

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

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

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

5 points	If there has been a collision involving a pedestrian during the previous three years along the street segment being evaluated
5 points	If the street is identified as a designated Class 2 or 3 bikeway (existing or proposed) in the City/County Bikeway Master Plan
5 points	If the project is on a bus route
5 points	If the project is within ½ mile of a LRT or other commuter rail station platform

SUMMARY

Commercial Corridors

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

There was one deleted project:

- R Street (16th St to 18th St) – Funded

Table G-1 presents the final point total and ranking of the Commercial Corridor streetscape enhancement projects. Figure G-1 shows the approximate location of these projects.

Other Corridors

There were five new projects added to the Other Corridors list:

- Valley Hi Drive – Mack Rd to Bamford Dr/Bruceville Rd
- J Street – 57th St to Carlson Dr
- Valley Hi Drive – Wyndham Wy to Center Parkway
- Grand Avenue – Marysville Blvd to Norwood Ave
- 2nd Avenue – Franklin Blvd to Alhambra Blvd

There were no deleted projects.

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

TABLE G-1

YEAR 2014 - STREETSCAPE ENHANCEMENTS COMMERCIAL CORRIDORS

2014 Rank	2010 Rank	Council District	PROJECT LIMITS	STATUS	Project Readiness Score	Volume Score	Econ Dev & Infill Score	Current Condition Score	Activity Center Score	Bike, Ped & Transit Score	TOTAL SCORE
			Maximum Points in Scoring Catagory:		**20**	**10**	**30**	**10**	**15**	**15**	**100**
1	9	3	Richards Blvd (16th St to Jibboom St)	Construction Docs in Progress	17	6	30	3	15	15	**86**
2	1	6	Folsom Blvd (Howe Ave - Watt Ave)	Master Plan Complete	14	9	25	3	15	15	**81**
3	4	4	16 St Phase II (Q St to S St)*	Master Plan Complete	14	4	30	7	15	10	**80**
4	3	3,4	North 12th St and North 16th St (C St to American River)**	Master Plan Complete	14	9	30	3	4	15	**75**
5	9	5,8	Florin Rd (24th St to City Limits)	Master Plan in Progress	11	7	30	3	8	15	**74**
6	6	4,5,8	Freeport Blvd (Broadway to I-5)	Master Plan Complete	14	7	10	7	15	15	**68**
7	4	5	Franklin Blvd (Sutterville Rd to Florin Rd)	Master Plan Complete	14	3	20	3	12	15	**67**
7	3	3	Northgate Blvd (Garden Highway to Rosin Ct)	Master Plan Complete	14	6	10	7	15	15	**67**
9	13	3,6	Folsom Blvd (33rd St to Howe Ave)		0	4	25	7	15	15	**66**
10	2	4,5	Broadway (Miller Park to Alhambra Blvd)	Urban Design Complete	8	4	20	3	15	15	**65**
11	7	3,6	65th St (Folsom Blvd to Broadway)		0	10	15	7	15	15	**62**
12	14	4	15th & 16th St (between W/X Freeway to Broadway)		0	6	20	7	8	15	**56**
13	9	6	65th St (Broadway to City limits)**		0	4	10	3	12	15	**44**
14	12	4	12th St/Alkali Flat		0	3	10	7	8	15	**43**
15	32	7	Freeport Blvd (I-5 Bridge to City Limits)**	Master Plan Complete	14	0	10	3	4	5	**36**
16	25	6	65th St - East side (South of Fruitridge Rd to Life Ave)**		0	3	10	7	0	10	**30**

*** Indicates a change since last TPG; Phase I of the project has been funded.**

**** Indicates a project that had previously been on the Other Corridors list in the last TPG. This segment is a Commercial corridor.**

TABLE G-2

YEAR 2014 - STREETSCAPE ENHANCEMENTS
OTHER CORRIDORS

2014 Rank	2010 Rank	Council District	PROJECT LIMITS	STATUS	Project Readiness Score	Volume Score	Econ Dev & Infill Score	Current Condition Score	Activity Center Score	Bike/Ped & Transit Score	TOTAL SCORE
			Maximum Points in Scoring Category:		**20**	**10**	**30**	**10**	**15**	**15**	**100**
1	5	4	Capitol Mall Streetscape Improvements (3rd St to 10th St)	Urban Design Complete	8	1	25	7	15	15	**71**
2	2	6	Power Inn Rd (Hwy 50 to City Limits)		0	6	25	3	15	15	**64**
3	17	8	Franklin Blvd (Florin Rd to Brookfield Dr)		0	6	25	7	9	15	**62**
4	1	8	Meadowview Rd (Freeport Blvd to LRT)* & 24th St (Florin Rd to Meadowview Rd)	Construction Docs in Progress	17	4	5	3	15	15	**59**
4	10	4	10th St Corridor (L St to I St)		0	1	25	3	15	15	**59**
6	17	7,8	Valley Hi Dr (Wyndham Wy to Bamford Dr)		0	3	15	10	15	15	**58**
6	5	4	I Street (2nd St to 5th St) I Street Old Sac Gateway		0	0	25	3	15	15	**58**
8	4	5	Martin Luther King Jr Blvd (Broadway to Fruitridge Rd)	Construction Docs in Progress	17	1	5	3	15	15	**56**
9	8	6	Fruitridge Rd (SR 99 to 24th St)	Master Plan Complete	14	6	15	3	0	15	**53**
10	7	2	Marysville Blvd Phase III and IV (Harris Ave to Roanoke Ave)*	Master Plan Complete	14	4	5	3	12	15	**53**
11	New	8	Valley Hi Dr (Mack Rd to Bamford Dr/Bruceville)		0	4	15	7	15	10	**51**
12	10	2	Arden Wy (Del Paso Blvd to Royal Oaks Dr)		0	4	15	7	9	15	**50**
13	28	8	East Stockton Blvd - Southbound (Mack Rd to SR 99) On ramp: Landscaping, Safety Improvements		0	6	15	3	9	15	**48**
14	New	3	J St (57th St to Carlson Dr)		0	10	0	10	15	10	**45**
15	12	3, 4, 5	Alhambra Blvd (C St to Broadway)		0	1	5	7	15	15	**43**
16	27	6	Broadway (Stockton Blvd to 65th St)		0	3	5	3	15	15	**41**
16	New	8	Valley Hi Dr (Wyndham Wy to Center Parkway)		0	3	5	3	15	15	**41**
18	19	6	Fruitridge Rd (Power Inn Rd to Florin Perkins Rd)		0	4	15	3	8	10	**40**
18	26	3	Elvas Ave (56th St to 65th St)	Master Plan in Progress	11	3	10	3	8	5	**40**
18	19	3	Azevedo Dr Medians (San Juan Rd to West El Camino Ave)	Master Plan Complete	14	1	0	3	12	10	**40**
21	28	7	Franklin Blvd (Mack Rd to Calvine Rd)		0	7	5	7	5	15	**39**
21	14	2	Norwood Ave (Fairbanks Ave to Main Ave)		0	1	5	3	15	15	**39**
23	New	2	Grand Ave (Marysville Blvd to Norwood Ave)		0	0	5	3	15	15	**38**
24	16	4	Jibboom St (I St to Richards Blvd)		0	0	25	3	4	5	**37**
25	15	2	El Camino Ave (Del Paso Blvd to I-80)		0	3	15	3	4	10	**35**
26	7	8	Meadowview Rd/Mack Rd (LRT to Brookfield Dr)		0	7	5	7	0	15	**34**

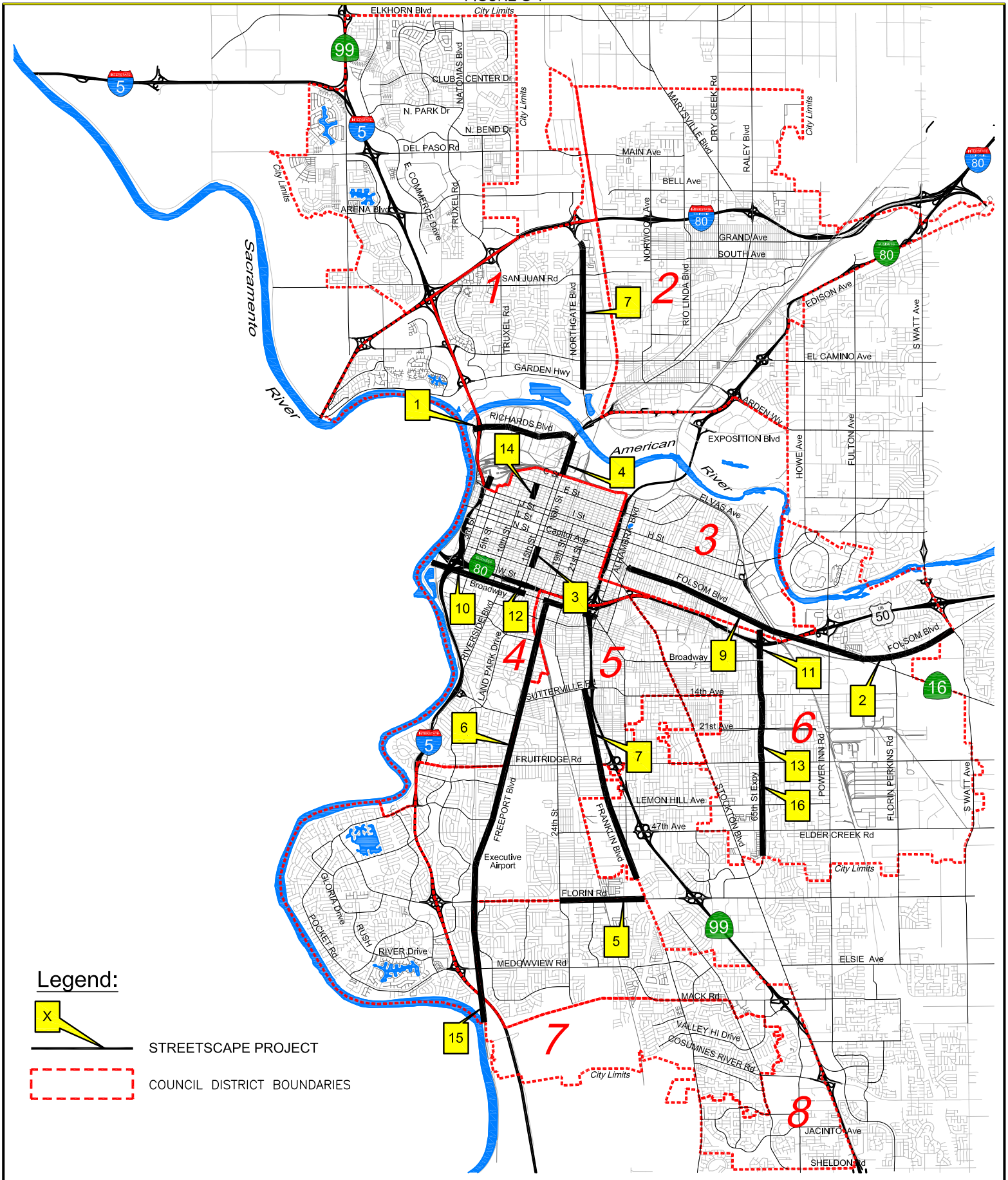
TABLE G-2

YEAR 2014 - STREETSCAPE ENHANCEMENTS
OTHER CORRIDORS

2014 Rank	2010 Rank	Council District	PROJECT LIMITS	STATUS	Project Readiness Score	Volume Score	Econ Dev & Infill Score	Current Condition Score	Activity Center Score	Bike/Ped & Transit Score	TOTAL SCORE
			Maximum Points in Scoring Category:		**20**	**10**	**30**	**10**	**15**	**15**	**100**
26	35	6	59th St & Broadway		0	3	5	7	4	15	**34**
28	New	5	2nd Ave (Franklin Blvd to Alhambra Blvd)		0	0	5	10	8	10	**33**
29	22	5,7	Florin Rd (Freeport Blvd to Greenhaven Dr)		0	7	0	3	12	10	**32**
30	24	6	Elder Creek Rd (Stockton Blvd to Power Inn Rd)		0	4	5	3	4	15	**31**
30	30	6	Fruitridge Rd (Stockton Blvd to 65th St)		0	4	5	3	4	15	**31**
30	36	5, 6	14th Ave (Stockton Blvd to 65th St)		0	0	5	3	8	15	**31**
33	19	6	Lemon Hill Ave (Stockton Blvd to Power Inn Rd)		0	0	5	3	12	10	**30**
34	31	4	Gateway Oaks Dr (West El Camino Ave to Garden Highway)		0	1	0	3	15	10	**29**
35	13	2	Arden Way (Royal Oaks Dr to Evergreen St)		0	4	5	3	0	15	**27**
35	22	5	47th Ave (UPRR to 27th St)		0	4	5	3	0	15	**27**
35	38	2	Ethan Wy - West side (Middleberry Rd to Connie Dr)		0	0	5	3	4	15	**27**
38	33	6	Howe Ave - Southbound (American River Dr to American River Bridge)		0	3	0	3	4	10	**20**
39	36	2	El Camino Ave (Business 80 to Ethan Wy)		0	7	0	3	4	5	**19**
40	39	1	San Juan Rd - Southside (El Centro Rd to Guadalajara Wy)		0	0	0	7	4	5	**16**
41	34	2	Auburn Blvd/Roseville Rd (El Camino Ave to Connie Dr)		0	0	5	3	0	5	**13**
41	42	3	Northgate Blvd at SR 160 Underpass: Landscaping with groundcover		0	1	5	3	4	0	**13**
43	44	6	60th St & 14th Ave - NE & NW corners and around Tallac Shopping Center		0	0	5	3	4	0	**12**
43	41	4	San Mateo Wy (Riverside Blvd to end)		0	0	0	7	0	5	**12**
45	42	1	Natomas Crossing Dr Median Landscaping (Cashaw Wy to Innovator Dr)		0	0	0	3	0	5	**8**
45	40	6	West Railroad Ave (14th Ave to 18th Ave)		0	0	0	3	0	5	**8**
47	45	4	Darnel Wy (Riverside Blvd to end)		0	0	0	3	0	0	**3**

"New" in the 2010 Rank column indicates projects added this year.
*** Indicates a change to project limits since last TPG.**

FIGURE G-1



Legend:

X — STREETSCAPE PROJECT

COUNCIL DISTRICT BOUNDARIES

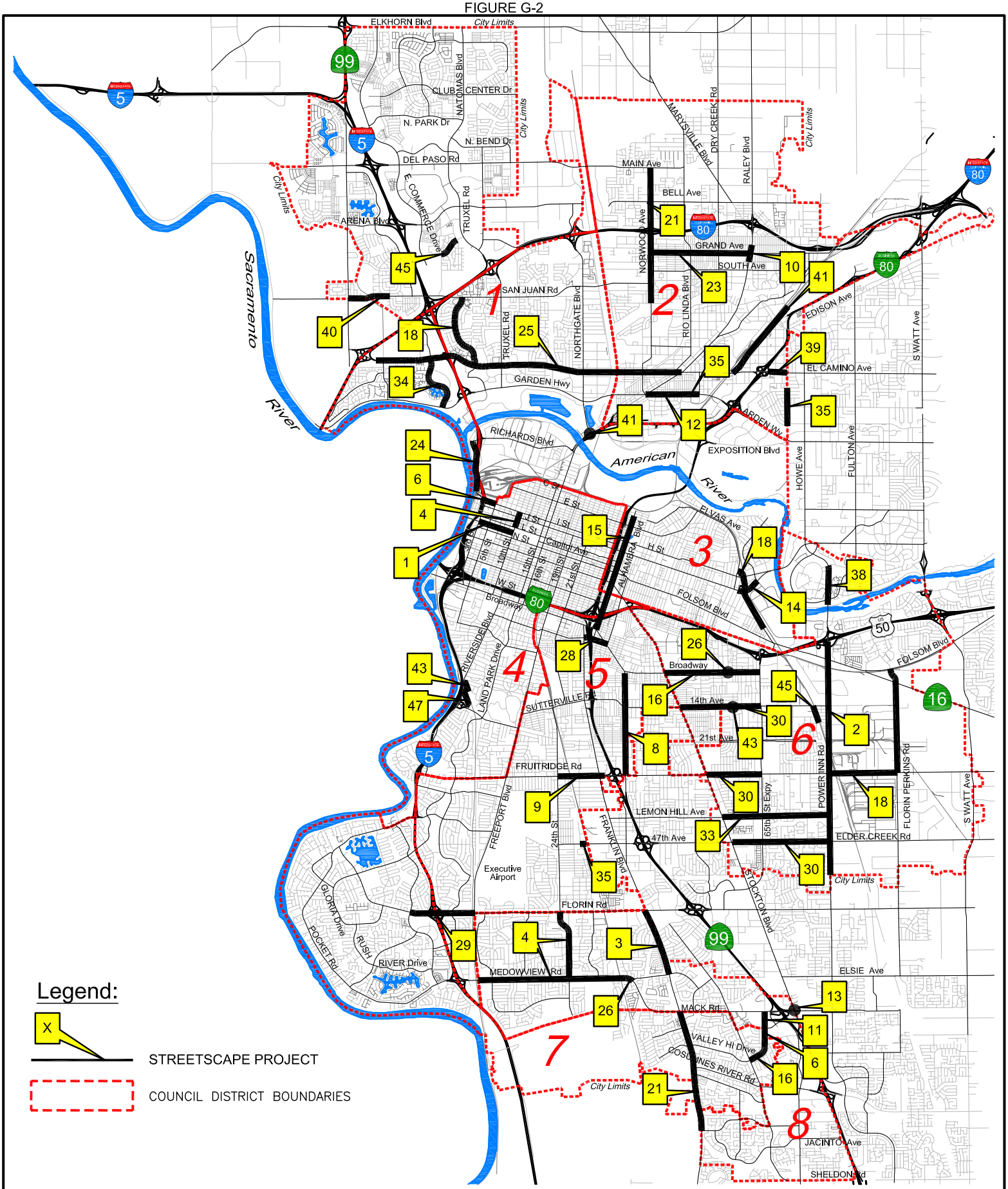
0 1 2 3 MILE

City of SACRAMENTO
Department of Public Works

STREETSCAPE ENHANCEMENTS - COMMERIAL CORRIDOR PROJECTS

Date: August 4, 2014

FIGURE G-2



Legend:

X — STREETSCAPE PROJECT

COUNCIL DISTRICT BOUNDARIES

0 1 2 3 MILE

City of SACRAMENTO
Department of Public Works

STREETSCAPE ENHANCEMENTS - OTHER CORRIDOR PROJECTS

Date: August 4, 2014

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PEDESTRIAN IMPROVEMENT PROGRAM

INTRODUCTION

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

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

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

1. Criteria Development

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

2. Project Location Selection

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

3. Project Scope Development

- Project locations are reviewed using maps and aerial photographs. Locations with an apparent need are advanced to further scoping.
- On site investigations of existing conditions are made. At this point, an assessment of existing improvements and needed improvements are made.
- Once an initial project is identified, a number of basic feasibility questions are answered to determine if the project has a fatal flaw.

4. Project Scoring and Ranking

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

GOALS AND POLICIES

Construction of new sidewalks is consistent with the following City of Sacramento General Plan (adopted March 3, 2009) and 2035 General Plan Update (to be adopted in2014) goals and policies:

Goal

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

Policy:

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

Goal

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

Policy:

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

Goal

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

Policies:

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

- **Identify Gaps in Complete Streets.** The City shall identify streets that can be "more complete" either through a reduction in the number or width of travel lanes or conversions, with consideration for emergency vehicle operation. The City shall consider new bikeways, enhanced sidewalks, on-street parking, and exclusive transit lanes on these streets.

Goal

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

Policies:

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

- **Pedestrian Awareness Education.** The City shall develop partnerships with local organizations to develop education materials and promote pedestrian awareness.
- **Safe Pedestrian Crossings.** The City shall improve pedestrian safety at intersections and mid-block locations by providing safe, well-marked pedestrian crossings, bulbouts, or median refuges that reduce crossing widths, and/or audio sound warnings.
- **Speed Management Policies.** The City shall develop and implement speed management policies that support driving speeds on all city streets that are safe for pedestrians.
- **Safe Sidewalks.** The City shall develop safe and convenient pedestrianways that are universally accessible, adequately illuminated, and properly designed to reduce conflicts between motor vehicles and pedestrians.

PROJECT LIST DEVELOPMENT

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

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

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

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

PROJECT RANKING PROCESS

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

Overview:

Safety oriented criteria

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

Project setting criteria

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

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

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

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

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

Project's ability to improve existing conditions to bring into compliance with the assigned category of Basic, Upgrade or Premium.

All Projects:

10 points – no sidewalk
5 points – existing sidewalk width less than 4 feet.
5 points – no street lights
5 points – no curb and gutter
5 points – unmarked crosswalk

Additional points generally for Upgrade and Premium Projects:

5 points – existing sidewalk width less than 6 feet.
7 points – no planting strip
3 points – no trees in planting strip
5 points – low level lighting (infrequent spacing)
5 points – no pedestrian island, bulb-out, or raised crosswalk
5 points – no traffic signal enhancements at signals (countdown, detection)

Additional points for Premium Projects only:

5 points – existing sidewalk width less than 8 feet.
3 points – no street furniture (benches, way-finding signage, trash containers)
2 points – no public art, places for public events and gatherings

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

Reported collision between car and pedestrian that occurred during the previous three years.

0 points – zero to one collision
5 points – two collisions
2 points – per each additional collision

4. Speed……(Max. Points: 10)

Posted speed limit at the project location. Intersection projects shall use the highest posted speed limit of the streets.

10 points – streets with posted speed of 45 mph or higher
8 points – streets with posted speed of 40 mph
6 points – streets with posted speed of 35 mph
4 points – streets with posted speed of 30 mph
2 points – streets where vehicles are allowed
0 points – streets where no motorized vehicles are allowed

5. Volume……..(Max. Points: 10)

Average Daily Traffic (ADT) at the project location.

10 points – ADT>20,000
8 points – ADT between 10,001 and 20,000
5 points – ADT between 4,001 and 10,000
0 points – ADT between 1 and 4,000

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

Project enables direct access to transit.

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

7. Economic Development & Infill……(Max. Points: 10) (combinable)

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

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

8. Adjoining Property……(Max. Points: 5)

Based on the orientation of the development at the back of sidewalk, or where the sidewalk would be in conditions where the sidewalk is not present.

5 points – building with entrance at public sidewalk
3 points – building, set back from sidewalk but connected with walkways
1 points – building, blank – no entry at public sidewalk
0 points – existing landscaping or open space

9. Land Use……(Max. Points: 10)

Points are assigned to a project based on the predominant adjacent General Plan land use designations.

10 points – high density residential, commercial, mixed use and office designations
5 points – medium and low density residential uses
1 points – industrial uses
0 points – passive open space and agricultural uses

10. Activity Centers……..(Max. Points: 10) (combinable)

Points are assigned to activity centers when a project is within a 600 foot radius to the parcel boundary of the activity center.

10 points – Schools, Colleges and Universities with enrollment greater than 400 students
8 points – Schools, Colleges and Universities with enrollments less than 400 students
6 points – Libraries, Parks, Senior Citizen Facilities, Community Centers
4 points – Shopping areas, Employment centers
2 points – Extra points for K-8 Schools

SUMMARY

The Pedestrian Improvement Program priority listing is presented in Table H-1. Figure H-1 shows the approximate location of these projects.

Six projects were added to this year's list:

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

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

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

TABLE H-1

YEAR 2014 - PEDESTRIAN IMPROVEMENTS

2014 Rank	2010 Rank	Council District	Ped Master Plan	PEDESTRIAN PROJECTS	Brief Description	Barrier Elim Score	Infrastruc-ture Complete-ness Score	Car-Ped Collisions Score	Speed Score	Volume Score	Transit Access Score	Econ Dev & Infill Score	Adjoining Property Score	Land Use Score	Activity Centers Score	TOTAL SCORE	Safe Routes to School? (S)-State (F)-Fed
			Category	**Maximum Points in Scoring Category:**		**15**	**15**	**10**	**10**	**10**	**5**	**10**	**5**	**10**	**10**	**100**	
1	6	2	Upgrade	Arden Way - Beaumont St to Evergreen St	Curb, Gutter & Sidewalk	10	15	7	8	10	5	8	5	10	4	**82**	
2	New	5	Upgrade	Sutterville Bypass - 23rd St to Attawa Ave	Sidewalk	15	15	0	6	5	5	8	3	10	10	**77**	
3	4	3	Upgrade	Richards Boulevard - Bercut Dr to N 3rd St	Curb, Gutter & Sidewalk	15	15	0	8	8	4	10	3	10	0	**73**	
4	3	4,5	Upgrade	Freeport Boulevard - 35th Ave to Belleauwood Ln	Curb, Gutter & Sidewalk	15	15	5	10	8	4	5	1	5	4	**72**	
4	New	6	Upgrade	Florin Perkins Road - Jackson Hwy to Belvedere Ave	Curb, Gutter & Sidewalk	15	15	0	10	10	5	10	0	1	6	**72**	S,F
4	New	6	Upgrade	Power Inn Road - UPRR crossing to 21st Ave	Sidewalk	15	15	0	10	10	3	10	0	5	4	**72**	
7	13	8	Basic	East Stockton Boulevard - Mack Rd to Hwy 99	Sidewalk	15	15	0	8	10	3	10	1	5	4	**71**	
8	7	2	Upgrade	Bell Avenue - Pinell St to Winters Ave*	Curb, Gutter & Sidewalk	15	15	0	8	8	4	8	1	1	10	**70**	
9	13	4	Premium	15th St and 16th St - W St to X St	Crossing Treatment	0	12	10	4	10	5	10	3	10	4	**68**	S,F
10	12	2	Upgrade	Auburn Boulevard - Plover St to Marconi Cir	Curb, Gutter & Sidewalk	10	15	0	8	5	0	8	3	10	6	**65**	
10	29	2	Basic	Cormorant Way - Silica Ave to Royale Rd	Curb, Gutter & Sidewalk	15	15	0	2	0	0	10	3	10	10	**65**	S,F
12	10	2	Upgrade	Main Avenue (West) - Norwood Ave to Rio Linda Blvd	Curb, Gutter & Sidewalk	10	15	0	8	5	4	3	3	5	10	**63**	
12	8	2	Upgrade	Kathleen Avenue/Tessa Avenue - Del Paso Blvd to Academy Way	Curb, Gutter & Sidewalk	15	15	0	2	0	5	8	3	5	10	**63**	
12	13	3,6	Premium	65th Street - Q St to 4th Ave	Sidewalk	0	15	0	8	10	5	8	3	10	4	**63**	
12	17	8	Upgrade	Mack Road - Brook Meadow Dr to Deer Meadow Dr	Curb, Gutter & Sidewalk	15	15	0	10	10	5	3	0	5	0	**63**	
12	17	7,8	Upgrade	Cosumnes River Boulevard - Bruceville Rd to Franklin Blvd	Sidewalk	10	15	0	10	10	0	3	0	5	10	**63**	
17	27	2	Basic	Morey Avenue - west of Norwood Ave	Curb, Gutter & Sidewalk	15	15	0	2	0	3	8	3	5	10	**61**	
17	22	2	Upgrade	Marysville Boulevard - north of Main Ave/Claire Ave	Curb, Gutter & Sidewalk	10	15	0	10	5	0	3	3	5	10	**61**	S,F
17	30	4	Premium	29th Street - Q St to S St	Sidewalk	0	15	7	4	5	5	10	1	10	4	**61**	
20	New	6	Upgrade	University Avenue/Howe Avenue Loop Ramp	Curb, Gutter & Sidewalk	15	15	0	6	10	3		0	5	6	**60**	
20	17	3	Upgrade	Northgate Boulevard - Winter Garden Ave to Tenaya Ave	Sidewalk	10	12	0	8	10	4	8	3	5	0	**60**	
20	27	2	Upgrade	Taft Street - El Camino Ave to Helena Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	5	10	3	5	10	**60**	
23	9	3	Upgrade	Northgate Boulevard (by Smythe School) - Wilson Ave to Haggin Ave		0	12	0	8	10	3	8	3	5	10	**59**	
23	13	4,5	Premium	Freeport Boulevard - Sutterville Rd to Wentworth Ave	Curb, Gutter & Sidewalk	0	7	0	6	10	5	8	3	10	10	**59**	
25	22	6	Upgrade	65th Street - 14th Ave to 18th Ave	Curb, Gutter & Sidewalk	0	15	0	10	10	4	3	1	5	10	**58**	S,F

TABLE H-1 YEAR 2014 - PEDESTRIAN IMPROVEMENTS

2014 Rank	2010 Rank	Council District	Ped Master Plan	PEDESTRIAN PROJECTS	Brief Description	Barrier Elim Score	Infrastructure Completeness Score	Car-Ped Collisions Score	Speed Score	Volume Score	Transit Access Score	Econ Dev & Infill Score	Adjoining Property Score	Land Use Score	Activity Centers Score	TOTAL SCORE	Safe Routes to School? (S)-State (F)-Fed
			Category	**Maximum Points in Scoring Category:**		**15**	**15**	**10**	**10**	**10**	**5**	**10**	**5**	**10**	**10**	**100**	
25	22	2	Upgrade	Jessie Avenue - Burgess Dr to Taylor St	Curb, Gutter & Sidewalk	15	15	0	2	5	3	3	0	5	10	**58**	S,F
25	22	2	Basic	Selma Street - south of Dixieanne Ave	Curb, Gutter & Sidewalk	15	15	0	2	0	5	10	1	10	0	**58**	S
25	20	5	Basic	19th Avenue and 20th Avenue - east of Franklin Blvd	Curb, Gutter & Sidewalk	10	15	0	2	0	3	10	3	5	10	**58**	
25	20	5	Basic	32nd Street and 22nd Avenue - east of Franklin Blvd	Curb, Gutter & Sidewalk	10	15	0	2	0	3	10	3	5	10	**58**	S,F
25	32	2	Basic	Southgate Road - Lochbrae Rd to Royal Oaks Dr	Curb, Gutter & Sidewalk	15	10	0	2	0	5	8	3	5	10	**58**	S,F
31	22	4,5	Premium	Freeport Boulevard - 13th Ave to Sutterville Rd	Sidewalk	0	10	0	4	10	5	5	3	10	10	**57**	S,F
31	35	3	Upgrade	West Silver Eagle Road and Northgate Boulevard - 529 W Silver Eagle Rd to levee	Needs sidewalks, drainage system, fire hydrant and	15	15	0	2	0	3	8	3	5	6	**57**	
33	38	2	Upgrade	Rio Linda Boulevard - North Ave to Grand Ave	Curb, Gutter & Sidewalk	5	12	0	8	5	4	8	3	5	6	**56**	
33	46	2	Basic	Barbara Street and North Avenue - NW Corner	Curb, Gutter & Sidewalk	15	15	0	2	0	0	8	3	5	8	**56**	
35	32	2	Upgrade	Rio Linda Boulearvd - Main Ave to Claire Ave	Curb, Gutter & Sidewalk	0	15	0	10	8	4	0	3	5	10	**55**	S,F
35	53	2	Upgrade	Selma Street - Frienza Ave to El Camino Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	5	10	3	10	0	**55**	
37	32	2	Upgrade	Norwood Avenue - Grace Ave to Main Ave	Curb, Gutter & Sidewalk	0	15	0	8	8	4	3	0	5	10	**53**	S,F
37	38	2	Upgrade	Clay Street - Dixieanne Ave to El Camino Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	5	10	1	10	0	**53**	
37	41	2	Upgrade	Bell Avenue (West) - Norwood Ave to Rio Linda Blvd	Curb, Gutter & Sidewalk	0	15	0	8	5	4	3	3	5	10	**53**	S,F
37	41	2	Basic	Mahogany Street - Verano St*	Curb, Gutter & Sidewalk	15	15	0	2	0	0	3	3	5	10	**53**	S,F
37	41	2	Basic	Ivy Street - South Ave to Nogales St	Sidewalk	15	15	0	2	0	0	3	3	5	10	**53**	
37	53	2	Upgrade	MacArthur Street - west of Pinell St	Curb, Gutter & Sidewalk	10	15	0	2	0	3	8	0	5	10	**53**	S,F
43	30	4	Premium	I Street - 2nd St to 3rd St	Sidewalk	0	15	0	2	5	3	6	1	10	10	**52**	
43	35	2	Basic	Woodlake Drive - Canterbury Rd to Royale Oaks Dr	Sidewalk	15	10	0	2	0	5	6	3	5	6	**52**	
43	35	4	Upgrade	South Land Park Drive - Noonan Dr to Fruitridge Rd	Sidewalk	10	15	0	4	5	4	0	3	5	6	**52**	
43	44	2	Basic	Western Avenue - Santiago Ave to Redwood Park	Pathway	15	15	0	4	0	3	3	1	5	6	**52**	
47	38	2	Basic	Blackwood Street - Canterbury Rd to Woodlake Dr	Sidewalk	15	10	0	2	0	3	3	3	5	10	**51**	
48	50	2	Upgrade	Edgewater Road/Lampasas Avenue - Bay Dr to Grove Ave	Curb, Gutter & Sidewalk	15	15	0	2	0	0	3	0	5	10	**50**	S,F
48	65	2	Basic	Waterford Road - Yorkshire Rd to Bowling Green Dr	Sidewalk	10	10	0	2	0	0	10	3	5	10	**50**	S,F
48	65	2	Basic	Yorkshire Road - Royale Rd to Bowling Green Dr	Sidewalk	10	10	0	2	0	0	10	3	5	10	**50**	

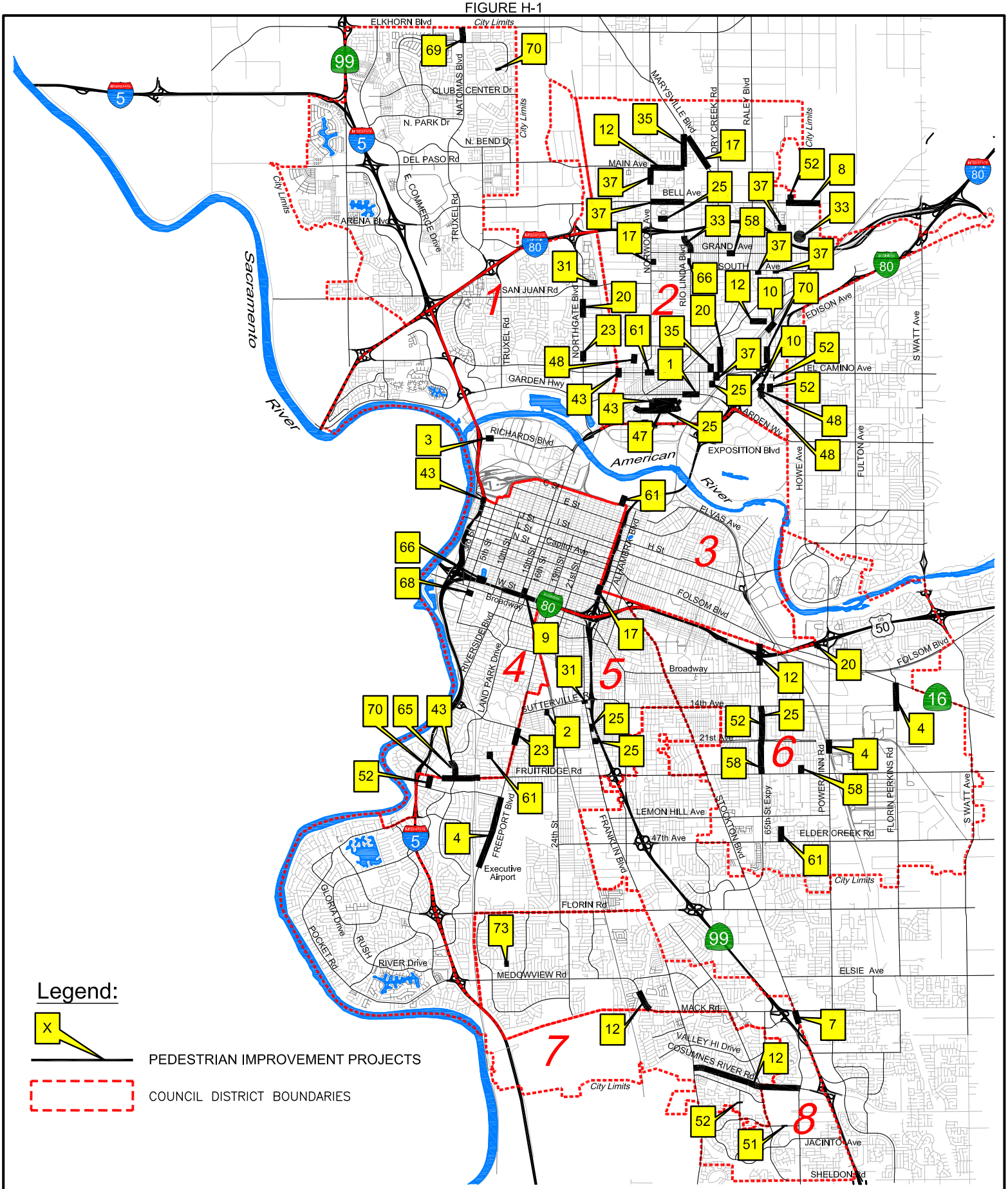
TABLE H-1

YEAR 2014 - PEDESTRIAN IMPROVEMENTS

2014 Rank	2010 Rank	Council District	Ped Master Plan	PEDESTRIAN PROJECTS	Brief Description	Barrier Elim Score	Infrastructure Completeness Score	Car-Ped Collisions Score	Speed Score	Volume Score	Transit Access Score	Econ Dev & Infill Score	Adjoining Property Score	Land Use Score	Activity Centers Score	TOTAL SCORE	Safe Routes to School? (S)-State (F)-Fed
			Category	**Maximum Points in Scoring Category:**		**15**	**15**	**10**	**10**	**10**	**5**	**10**	**5**	**10**	**10**	**100**	
51	62	8	Basic	Calvine Road at CRC Entrance	Crossing Treatment	5	5	0	10	8	0	0	1	10	10	**49**	
52	46	5	Basic	Lonsdale Drive - Seamas Ave to 34th Ave	Sidewalk	15	10	0	2	0	3	0	3	5	10	**48**	S,F
52	46	2	Basic	Dayton Street - north of Bell Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	3	0	3	5	10	**48**	S,F
52	46	6	Upgrade	65th Street - 18th Ave to 21st Ave	Curb, Gutter & Sidewalk	0	15	0	10	10	4	3	1	5	0	**48**	S
52	50	8	Basic	Carlin Avenue - Stubblefield Way and Del Vista Cir (n)	Curb, Gutter & Sidewalk	15	15	0	2	0	0	0	1	5	10	**48**	
52	53	2	Basic	Albatross Way and Woolley Way	Curb, Gutter & Sidewalk	10	15	0	2	0	0	3	3	5	10	**48**	
52	53	2	Upgrade	Ray Street - Silica Ave to Bowling Green Dr	Curb, Gutter & Sidewalk	10	15	0	2	0	0	3	3	5	10	**48**	S,F
58	New	6	Basic	Lowell Street - north of Fruitridge Rd	Sidewalk	15	10	0	2	0	3	3	3	1	10	**47**	
58	50	2	Premium	Grand Avenue - Fell St to Huron St	Sidewalk	0	15	0	6	5	3	3	0	5	10	**47**	S
58	53	6	Upgrade	65th Street - 21st Ave to Fruitridge Rd	Curb, Gutter & Sidewalk	0	15	0	10	10	4	3	0	5	0	**47**	
61	60	3,4	Basic	28th Street - north of B St	Curb, Gutter & Sidewalk	10	15	0	2	0	0	8	0	5	6	**46**	
61	62	2	Upgrade	El Camino Avenue (West) - Altos Ave to Forrest St	Curb, Gutter & Sidewalk	0	12	0	4	8	3	3	1	10	4	**45**	
61	53	4	Basic	Monterey Way - Potrero Way to 27th Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	0	0	3	5	10	**45**	S,F
61	62	6	Basic	Ring Drive - Elder Creek Rd to Rock Creek Dr	Curb, Gutter & Sidewalk	10	15	0	2	0	0	10	3	5	0	**45**	
65	60	4	Basic	Noonan Drive - S Land Park Dr to S Land Park Dr	Sidewalk	10	10	0	2	0	3	0	3	5	10	**43**	S,F
66	53	4	Premium	W Street - southside from 6th St to 8th St	Sidewalk	0	10	0	6	5	3	3	0	5	10	**42**	
66	67	2	Basic	Roanoke Avenue - west of Rio Linda Blvd	Pathway	15	5	0	0	0	3	8	0	5	6	**42**	
68	72	5	Basic	1st Avenue - east of 5th St	Sidewalk	0	10	0	2	0	3	8	5	5	8	**41**	
69	New	1	Upgrade	Natomas Boulevard - Elkhorn Blvd to south of Rose Arbor Drive	Curb, Gutter & Sidewalk	0	15	0	10	5	0	0	0	10	0	**40**	
70	67	2	Basic	Plover Street - north of Frienza Ave	Curb, Gutter & Sidewalk	10	15	0	2	0	0	3	3	5	0	**38**	
70	67	1	Basic	Salizar Way - Regency Park Cir to bend in road	Sidewalk	15	10	0	2	0	0	0	0	5	6	**38**	
70	67	4,5	Upgrade	Seamas Avenue/Fruitridge Road - Decliff Cir to Gilgunn Way	Sidewalk	0	7	0	8	8	4	0	0	5	6	**38**	
73	71	8	Basic	Matson Drive - Henrietta Dr to Sylvia Way	Curb, Gutter & Sidewalk	0	15	0	2	0	0	3	1	5	10	**36**	S,F

"New" in the 2010 Rank column indicates projects added this year.
***Indicates change to project limits since last TPG.**

FIGURE H-1



Legend:

X — PEDESTRIAN IMPROVEMENT PROJECTS

COUNCIL DISTRICT BOUNDARIES

0 1 2 3 MILE

City of SACRAMENTO
Department of Public Works

Date: August 4, 2014

PEDESTRIAN IMPROVEMENT PROJECTS

TRAIN HORN QUIET ZONES PROGRAM

INTRODUCTION

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

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

GOAL AND POLICY

The Train Horn Quiet Zones Program is consistent with the following City of Sacramento 2030 General Plan (adopted March 3, 2009) and 2035 General Plan Update (to be adopted in 2014) goal and policy:

Goal

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

Policy:

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

PROJECT LIST DEVELOPMENT

Eligibility Criteria

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

PROJECT RANKING PROCESS

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

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

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

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

SUMMARY

To date, the City has established two quiet zones. One is along the north/south main line between Meadowview Road and C Street and the other is south of the American River along the Martinez and Fresno subdivisions from 20th Street and Fruitridge Road. The City and has begun the process for establishing the following additional quiet zone:

- North of the American River from West El Camino Avenue to Elkhorn Boulevard

The Train Horn Quiet Zone ranked crossings listing is presented in Table I-1 and the approximate location of these crossings are depicted in Figure I-1.

TABLE I-1

YEAR 2014 - TRAIN HORN QUIET ZONES

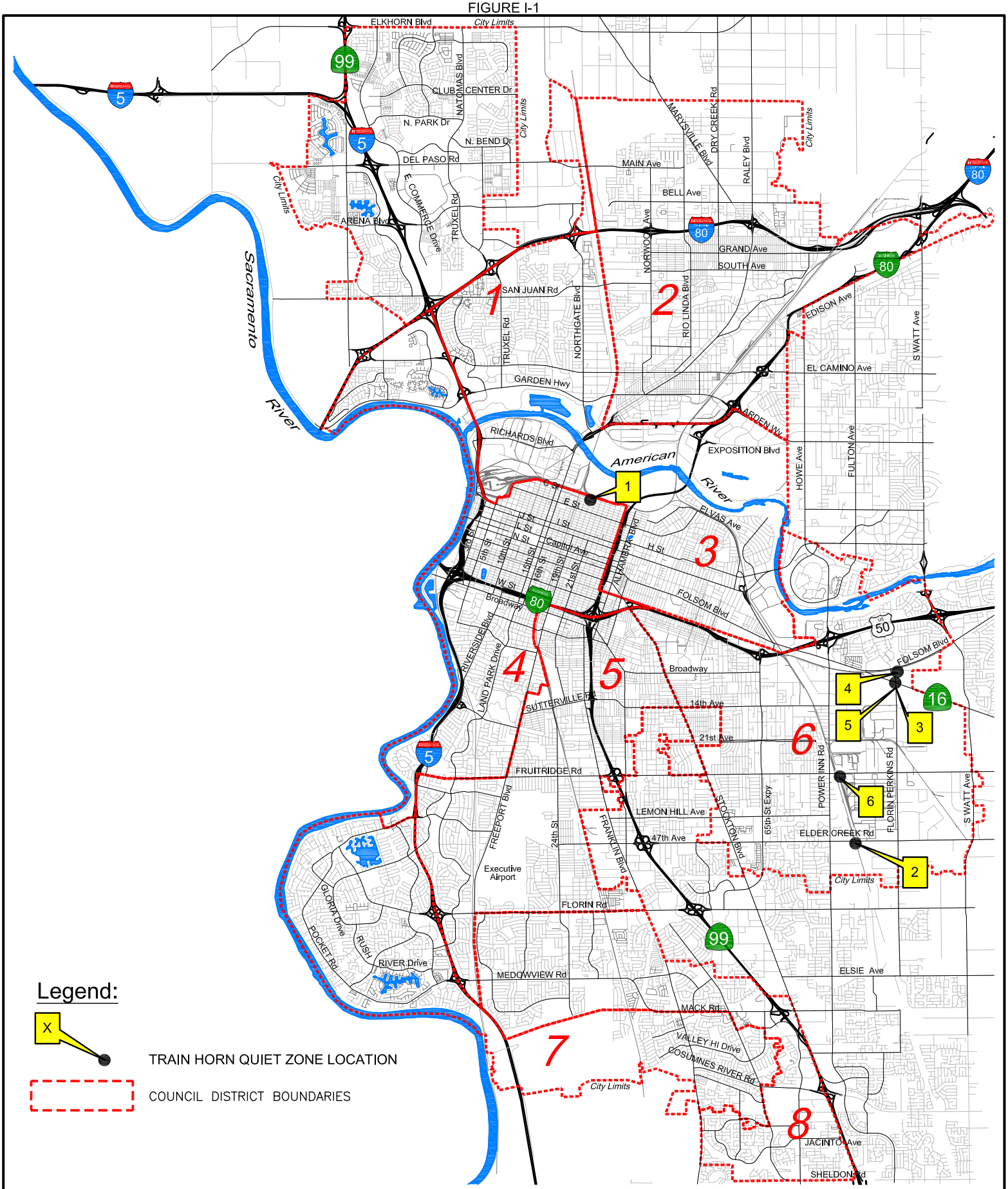
2014 Rank	2010 Rank	Council District	Street	Notes	Line	Soundings	Persons	Person Sounding
	1	3	28th St	Complete	Line 4	42	47000	1982000
	2	3	20th St	Complete	Line 3	42	46000	1943000
		1,2	West El Camino Ave	Complete	Line 1 N C	23	52000	1206000
		1,2	Bicycle Path	Complete	Line 1 N C	23	49000	1124000
		3	Q St	Complete	Line 1 S C	12	64000	769000
		4	V St	Complete	Line 1 S C	12	64000	767000
		4	S St	Complete	Line 1 S C	12	63000	755000
		4	T St	Complete	Line 1 S C	12	63000	755000
		4	W St	Complete	Line 1 S C	12	63000	751000
		4	20th St - Broadway	Complete	Line 1 S C	12	62000	745000
		3	P St	Complete	Line 1 S C	12	62000	745000
		8	Meadowview Rd	Complete	Line 1 S C	12	60000	721000
		4,5	21st St	Complete	Line 1 S C	12	60000	720000
		4	X St	Complete	Line 1 S C	12	59000	706000
		4	Second Ave	Complete	Line 1 S C	12	59000	705000
		3	O St	Complete	Line 1 S C	12	59000	703000
		3	N St	Complete	Line 1 S C	12	57000	686000
		3	Capitol Ave - M St	Complete	Line 1 S C	12	56000	668000
1	3	3	Private Crossing East 20th St, N. C St		Line 4 to 1	14	46000	648000
		3	K St	Complete	Line 1 S C	12	54000	644000
		5,8	Florin Rd	Complete	Line 1 S C	12	54000	643000
		3	L St	Complete	Line 1 S C	12	53000	635000
		3	I St	Complete	Line 1 S C	12	52000	625000
		3	J St	Complete	Line 1 S C	12	52000	623000
		3	H St	Complete	Line 1 S C	12	49000	588000
		5	47th Ave	Complete	Line 1 S C	12	49000	585000
		3	G St	Complete	Line 1 S C	12	48000	581000
		5	Fruitridge Rd	Complete	Line 1 S C	12	46000	553000
		3	D St	Complete	Line 1 S C	12	46000	550000

TABLE I-1

YEAR 2014 - TRAIN HORN QUIET ZONES

2014 Rank	2010 Rank	Council District	Street	Notes	Line	Soundings	Persons	Person Sounding
		3	F St	Complete	Line 1 S C	12	46000	549000
		5	26th Ave	Complete	Line 1 S C	12	46000	548000
		3	C St	Complete	Line 1 S C	12	45000	544000
		3	E St	Complete	Line 1 S C	12	44000	528000
		6	14th Ave	Complete	Line 2	12	41000	497000
	4	6	Power Inn Rd	Complete	Line 2	12	36000	436000
	5	6	Fruitridge Rd	Complete	Line 2	12	32000	381000
2	6	6	Elder Creek Rd		Line 2	12	26000	306000
3	7	6	Jackson		Line 5	2	25000	51000
4	8	6	Kiefer		Line 5	2	22000	43000
5	9	6	Florin Perkins Rd		Line 6	1	19000	19000
6	10	6	Fruitridge Rd		Line 6	1	12000	12000

FIGURE I-1



Legend:

City of SACRAMENTO
Department of Public Works

Date: August 4, 2014

TRAIN HORN QUIET ZONE PROJECTS

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DEVELOPMENT DRIVEN

INTRODUCTION

The projects presented in the program areas of the 2014 Transportation Programming Guide are not fully funded; therefore, they are prioritized so available public funds can be programmed consistent with City transportation priorities. However, there are also many projects in the City that are funded or have funding mechanisms in place; many of these are funded primarily from non-public sources. These projects are an integral part of the City's overall transportation system, and their inclusion in this document helps provide a more comprehensive picture of the City's transportation needs. Planned projects are presented below for the following areas:

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

These development areas shown in Figure J-1.

Some transportation projects in development areas are funded as part of City's Capital Improvement Program while others are being built by private landowners. If public funding is required, transportation improvement projects within these areas are included, when appropriate, with the scored and ranked lists in the program areas of the 2014 Transportation Programming Guide.

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

NORTH NATOMAS

The Public Facility Fee (PFF) was established with the adoption of the North Natomas Financing Plan. The plan was first approved in 1994, and was updated in 2005. The PFF area includes nearly the entire North Natomas Community. Payment of the PFF is required of all private development projects in North Natomas. Several large transportation projects, that require public funding, have been included with the Major Street Improvements Section, the Bicycle Section, or the Pedestrian Improvements Section scored and ranked lists.

RIVER DISTRICT

The River District Area is approximately 748 acres of mostly developed land bounded by the American River to the north, North B Street to the south, the Sacramento River to the west and North 16th Street to the east. The City of Sacramento adopted the River

District Financing Plan on February 11, 2011. Transportation infrastructure improvements identified in this plan address the following goals:

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

RAILYARDS AREA

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

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

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

The construction of two bridges for the 5th Street and 6th Street extensions and the Track Relocation project are complete. In 2014, the extensions of 5th Street and 6th Street will connect to the new bridges crossing the relocated railroad tracks. These two streets will also provide access to the new Railyards Boulevard, which is scheduled for construction in 2014 as well.

GRANITE REGIONAL PARK

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

SOUTH NATOMAS

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

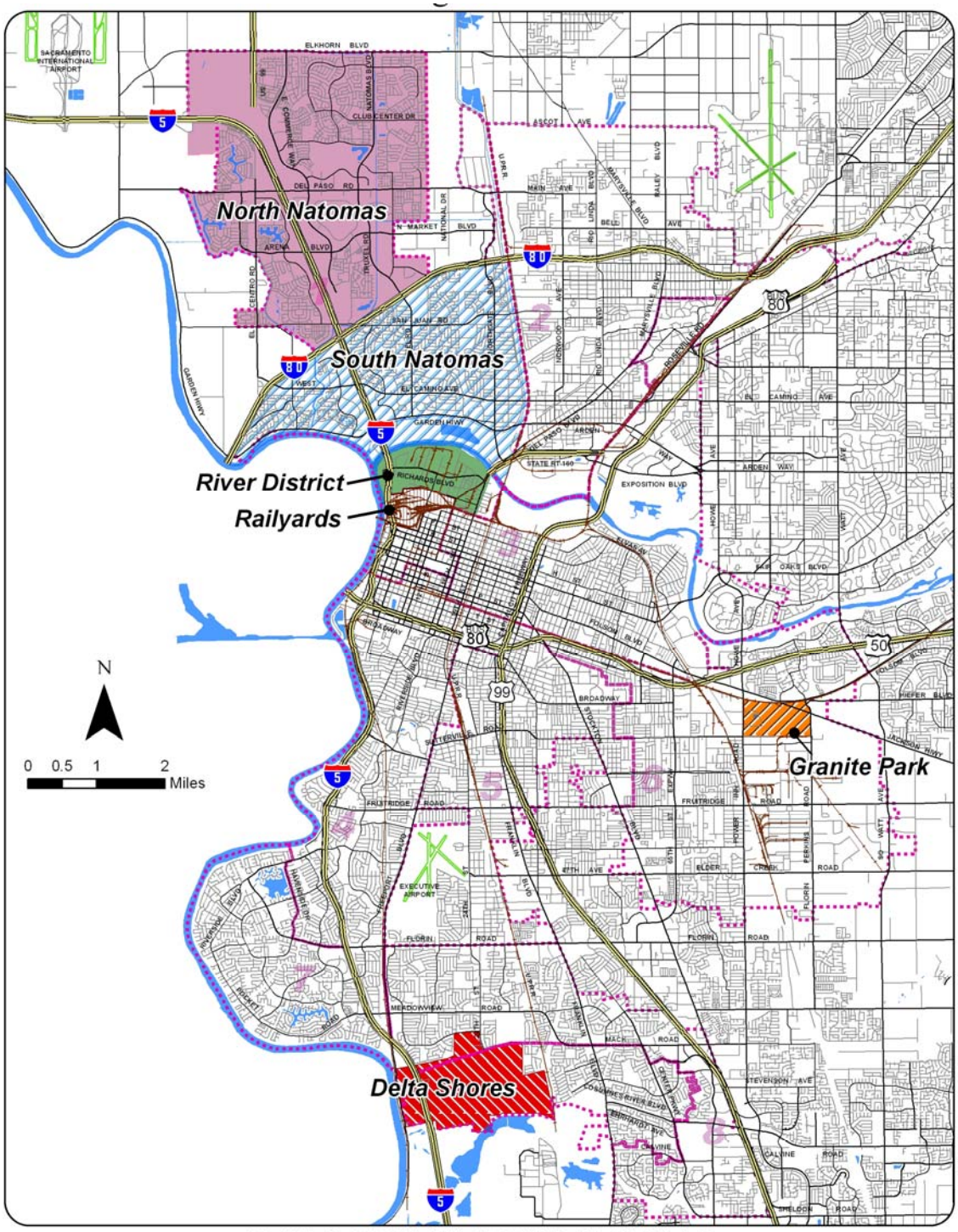
The purpose of the FBA District is to provide funding for infrastructure needs and community enhancements within the South Natomas Community Plan area. At the time of district formation, the City Council adopted a list of twenty-one specific projects from the South Natomas Community Plan to be paid with FBA funds. Many of the transportation projects in the original list have been completed. Of the remaining projects, some have been modified or are no longer being considered in the 2030 General Plan or 2035 General Plan Update. The remaining projects are:

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

DELTA SHORES

Delta Shores is a one thousand (approximate) acre development area in the south end of the City. The site is located along both sides of Interstate 5 near the future Cosumnes Boulevard / Interstate 5 interchange. Necessary major transportation improvements will likely include the Cosumnes River Boulevard / Interstate 5 interchange and extension, and the extension of 24th Street. Other likely public improvements will include other street segments, signals, and bridges, drainage and other utility facilities, and regional, community, and neighborhood parks development. These improvements will be added to the Transportation Programming Guide and Capital Improvement Program as appropriate.

Figure J-1



DEVELOPMENT DRIVEN AREAS