



REPORT TO COUNCIL

City of Sacramento

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915 I Street, Sacramento, CA 95814-2671
www.CityofSacramento.org

CONSENT
August 23, 2005

Honorable Mayor and
Members of the City Council

Subject: Major Street Improvements and Speed Humps Year 2006 Transportation
Programming Guide Criteria Change

Location/Council District: Citywide

Recommendation:

Adopt a resolution approving changes to project scoring criteria for the Major Street Improvements and Speed Humps program areas of the 2006 Transportation Programming Guide (TPG).

Contact: Saed Hasan, Senior Engineer, 808-7923; Hector Barron, Supervising Engineer, 808-2669

Presenters: Saed Hasan, Senior Engineer; Hector Barron, Supervising Engineer

Department: Department of Transportation

Division: Engineering Services Division

Organization No: 3435

Summary:

Resolution Exhibit A includes revised scoring criteria for scoring and ranking projects in the Major Street Improvements and Speed Humps program areas of the 2006 TPG. No changes are proposed for the other sections of the TPG.

Committee/Commission Action:

On May 26, 2005, an overview of the TPG was presented to the City Planning Commission. On July 12, 2005, an overview of the TPG was presented to the Sacramento City/County Bicycle Advisory Committee (BAC).

Background Information:

The TPG is a comprehensive document that outlines the City's current and future transportation needs. The TPG serves several purposes including: summarizing the City's transportation programs and projects; establishing program and project priorities; and providing the City Council with information to make project funding decisions.

TPG Process

The TPG process is divided into several tasks, including developing project scoring criteria for each program area, scoring and ranking projects, and writing the final text of the document. Throughout the TPG process, staff continues to work with the TPG Community Advisory Committee (CAC), a staff working group, and the community. The staff working group consists of representatives from Planning, Economic Development, Traffic Engineering, Street Maintenance, and the Sacramento Housing and Redevelopment Agency (SHRA). Ultimately the City Council approves changes to the scoring criteria and the scored and ranked project list.

Community Outreach and Input

Community Outreach for revising and updating the criteria for the 2006 TPG included presentations to the Neighborhood Service Area Leadership Groups, the BAC, and the City Planning Commission. In addition, an open house, focused on the TPG, was held on June 1, 2006 in the new City Hall.

Proposed Criteria Changes

The TPG staff working group, working with the TPG CAC and the BAC, is proposing the following two changes to the criteria:

- 1) Speed Hump Section: minor changes to the criteria text of the program. The intent of the changes is to clarify project scoring and ranking for City staff and the public.
- 2) Major Street Improvements Section: provide higher score for projects that would add sidewalks where currently there are none and for projects that would improve access to commuter rail.

Proposed changes to the criteria are shown in Attachment A, "*italic underlined text*" version of the TPG project scoring criteria.

Financial Considerations:

There are no financial considerations associated with this report. The TPG is not a financing document, but is a tool used to assist in identifying and prioritizing the City's transportation needs and the subsequent programming of transportation funds.

Environmental Considerations:

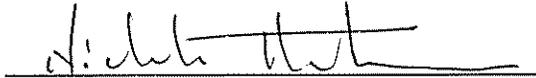
The requested action is not subject to the provision of the California Environmental Quality Act (CEQA) under the general rule (15061(b)(3)) that CEQA applies only to projects which have the potential for causing a significant effect on the environment.

Policy Considerations:

The proposed action is consistent with the City of Sacramento's Strategic Plan goal to enhance and preserve the neighborhoods and diversify the transportation system.

Emerging Small Business Development (ESBD):

None, since no goods or services are being procured with this action.

Respectfully Submitted by: 
Nicholas Theocharides
Engineering Services Manager

Approved by: 
Marty Hanneman
Director, Department of Transportation

Recommendation Approved:


ROBERT P. THOMAS
City Manager

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PROJECT SCORING CRITERIA

MAJOR STREET SECTION

PROJECT RANKING PROCESS

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

1. Congestion (Max. Points: 20)

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

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

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

2. Public Safety (Max. Points: 20)

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

$$\frac{\text{3 Year Average Accident Rate}^1 \text{ of Project}}{\text{Highest Accident Rate of Projects Considered}} \times 20 = \underline{\hspace{2cm}}$$

3. Economic Development (Max. Points: 10)

- Is the project within the Economic Development Strategy?:
 - Does the project fall within one of the nineteen (19) Neighborhood Commercial Revitalization Areas?
 - Is the project located within one of the twenty-seven (27) Key Development Opportunity Areas or Sites?

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

PROJECT SCORING CRITERIA

- Is the project located in either the Merged Downtown or SP/Richards Redevelopment Area?

If Yes on any of the above (5 points) _____

- Is the project located in a Business Improvement District (BID) or Property-Based Improvement District (PBID)?
_____ Yes (5 points) _____ No (0 points)

4. Infill Development (Max. Points: 15)

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

(Maximum Points 10)

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

- Is the project in a City Redevelopment Area excluding the Merged Downtown or SP/Richards Area or in a Community Development Block Grant eligible area?
_____ Yes (5 points) _____ No (0 points)

5. Cost (Max Points: 5)

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

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

6. Deliverability/Readiness (Max. Points 5)

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

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

PROJECT SCORING CRITERIA

7. Volume (Max. Points: 7)

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

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

8. Gap Closure (Max Points: 8)

Freeway Interchanges

1 point given for each freeway interchange ramp added by project

Roadway Extension

5 points given to projects that either close a gap or connect missing links in a route
3 points given to projects that will close a bicycle facility gap
3 points given to projects that will reduce vehicle travel through a residential neighborhood

9. Alternate Modes (Max Points: 10)

4 points given for streets identified as a designated Class 2 or 3 bikeway (existing or proposed) in the City/County Bikeway Master Plan
4 points given if the project is on a bus route
~~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 for pedestrians, bicyclists, vehicles or buses

PROJECT SCORING CRITERIA

SPEED HUMP SECTION

PROJECT LIST DEVELOPMENT

Eligibility Criteria

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

Residential

- The segment is a minimum of 750 feet in length between traffic controls, four-way intersections, and/or curves with less than a 250-foot radius.
- The speed limit is 30 mph or less.
- Street frontage is at least 75% residential.
- The street is not part of the Regional Transit bus network.²
- The street is not identified as an emergency response route by the Fire Department.¹
- The 85th percentile speed must be a minimum of 5 mph over the speed limit.
- Two-thirds majority of residents that vote are in favor of the installation of speed humps.³
A minimum 25% return rate is required.

Parks and Schools

- The segment is a minimum of 500 feet in length between traffic controls, four-way intersections, and/or curves with less than a 250-foot radius.
- The speed limit is 30 mph or less.
- Street frontage is adjacent to a school⁴ or park.
- The street is not part of the Regional Transit bus network.¹
- The street is not identified as an emergency response route by the Fire Department.¹
- The 85th percentile speed must be a minimum of 5 mph over the speed limit.
- Two-thirds majority of residents that vote are in favor of the installation of speed humps.⁵
A minimum 25% return rate is required.

-
- 1 Speed humps will not be approved on Regional Transit bus routes and emergency response routes, although RT and the Fire Department may approve speed humps *and/or speed tables* on these streets
- 2 One vote per household is allowed; voter(s) must reside at the household (whether they are owners or tenants), as they are the primary users of the street being considered for speed humps
- 3 Preschool, day care school, elementary, middle or high school
- 4 One vote per household is allowed; voter(s) must reside at the household (whether they be owner or tenants), as they are the primary users of the street being considered for speed humps. If the balloting of residents on the Parks and Schools streets does not demonstrate a two-thirds majority favoring the installation of speed humps, the City Council member representing the district in which the street is located may override the ballot results.

PROJECT SCORING CRITERIA

Bypass

- The segment is a minimum of 500 feet in length between traffic controls, four-way intersections, and/or curves with less than a 250-foot radius.
- The speed limit is 30 mph or less.
- Street frontage is at least 75% residential.
- The street is not part of the Regional Transit bus network.¹
- The street is not identified as an emergency response route by the Fire Department.¹
- Average daily traffic (ADT) is at least 500 vehicles.
- The street(s) serve to bypass⁶ major streets with a four-way stop, a signalized intersection, or another street with speed humps.
- Two-thirds majority of residents that vote are in favor of the installation of speed humps.²
A minimum 25% return rate is required.

Project Identification

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

PROJECT RANKING PROCESS

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

Residential

- 1. Volume** (Max. Points: No Limit)
Points = Average Daily Traffic Volume / 50
- 2. Frontage** (Max. Points: No Limit)
Points = (# of residential units fronting the street) + (apartment frontage / 25 feet)
- 3. Speed** (Max. Points: No Limit)
Points = 5 points for every *mile per hour that the* 85th percentile speed of traffic exceeds the speed limit

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

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Parks and Schools

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Points = (# of residential units fronting the street) + (lineal feet of apartment frontage / 25 feet) + (lineal feet of school frontage / 25 feet) + (lineal feet of park frontage / 25 feet) + (lineal feet of playground frontage / 25 feet)

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Points = (# of residential units fronting the street) + (apartment frontage / 25 feet)

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

RESOLUTION NO.

Adopted by the Sacramento City Council

**APPROVING CHANGES TO PROJECT SCORING CRITERIA FOR THE 2006
TRANSPORTATION PROGRAMMING GUIDE**

BACKGROUND

- A. The Transportation Programming Guide (TPG) process is divided into several tasks including: developing project scoring criteria for each program area; scoring and ranking projects; and writing the final text of the document. Based on comments received from the TPG Community Advisory Committee and comments received during the outreach process, changes to the scoring criteria for Major Street Improvements and Speed Humps are recommended.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL
RESOLVES AS FOLLOWS:**

- Section 1. Changes to the 2006 Transportation Programming Guide (TPG) Project Scoring Criteria are approved for the Major Street Improvements and Speed Hump program areas as shown in Exhibit A.

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