

RESOLUTION NO. 2005-629

Adopted by the Sacramento City Council

August 23, 2005

**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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Exhibit A: The 2006 Transportation Programming Guide project scoring criteria – 6
Pages

Adopted by the City of Sacramento City Council on August 23, 2005 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters and Mayor Fargo.

Noes: None

Abstain: None

Absent: None



Mayor Heather Fargo

Attest:



Shirley Concolino, City Clerk

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)

- 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)

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

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.

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.

Parks and Schools

- 1. Volume** **(Max. Points: No Limit)**
Points = Average Daily Traffic Volume / 50

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.

2. **Frontage** **(Max. Points: No Limit)**
Points = (# of residential units fronting the street) + (lineal feet of apartment frontage / 25 feet) + (lineal feet of school frontage / 25 feet) + (lineal feet of park frontage / 25 feet) + (lineal feet of playground frontage / 25 feet)

3. **Speed** **(Max. Points: No Limit)**
Points = 5 points for every mile per hour that the 85th percentile speed of traffic exceeds the speed limit.

Bypass

1. **Volume** **(Max. Points: No Limit)**
Points = Average Daily Traffic Volume / 50

2. **Frontage** **(Max. Points: No Limit)**
Points = (# of residential units fronting the street) + (apartment frontage / 25 feet)

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