

# City of Sacramento

## Legislation Text

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**File #:** 2018-01519, **Version:** 2

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**Title:**

**Fiscal Year (FY) 2019-20 California Department of Transportation (Caltrans) Transportation Planning Grant Applications**

File ID: 2018-01519

**Location:** Citywide

**Recommendation:**

Adopt a Resolution: 1) approving the Traffic Safety Data Project and the Crosswalk Inventory and Analysis Project for submission to the California Department of Transportation (Caltrans) FY 2019-20 Sustainable Communities Grant within the Transportation Planning Grant Program for \$250,000 and \$275,000 respectively; 2) authorizing the City Manager or the City Manager's designee to submit any related documents necessary to support the grant applications; and 3) upon award of the Sustainable Transportation Planning grants, the City Manager or the City Manager's designee is authorized to execute the grant agreements and any related grant documents.

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**Presenter:** None

**Attachments:**

1-Description/Analysis

2-Resolution

3-Exhibit A - Caltrans Sustainable Transportation Planning Grant Objectives

**Description/Analysis**

**Issue Detail:** Caltrans has issued a call for projects for the Fiscal Year (FY) 2019-20 Transportation Planning Grants. Applications are due November 30, 2018. Staff considered several projects that meet the goals and purpose of this grant program (See Attachment 3- Exhibit A) for which the City is eligible to apply. Based upon the stated goals of the grant programs, City priorities, and prior experience, staff recommends submittal of two projects, the Crosswalk Inventory and Analysis

Project and the Traffic Safety Data Project, as the most competitive candidates for funding.

**Policy Considerations:** The following Sacramento 2035 General Plan policies support the analysis proposed to be completed by the recommendation:

M 1.1.1 Right-of-Ways - The City shall preserve and manage rights-of-way consistent with: the circulation diagram, the City Street Design Standards, the goal to provide Complete Streets as described in Goal M 4.2, and the modal priorities for each street segment and intersection established in Policy M4.4.1: Roadway Network Development, Street Typology System.

M 1.2.1 Multimodal choices - The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions.

M 1.3.2 Eliminate Gaps - The City shall eliminate “gaps” in roadways, bikeways, and pedestrian networks.

M 2.1.3 Streetscape Design - The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking and other desirable uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; way finding signage; integrated transit shelters; public art; and other amenities.

M 2.1.7 Safe Pedestrian Crossings - The City shall improve pedestrian safety at appropriate intersections and mid- block locations by providing safe pedestrian crossings.

M 4.1.2 Balancing Community, Social, Environmental, and Economic Goals - The City shall evaluate and strive to address community, environmental, and citywide economic development goals when adding or modifying streets, roads, bridges, and other public rights-of-way. (MPSP/PSR)

M 4.1.3 Community Outreach - The City shall conduct public outreach to community organizations and members of the general public in corridor planning early in the project development process to identify feasible opportunities to provide community benefits and to lessen any potential impacts of modifications to local streets and roadways.

M 4.2.5 Multi-Modal Corridors - Consistent with the Roadway Network and Street Typologies established in this General Plan, the City shall designate multi- modal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors appropriate for comprehensive multimodal corridor planning and targeted investment

in transit, bikeway, and pedestrian path improvements if discretionary funds become available.

M 4.2.6 Identify and Fill Gaps in Complete Streets - The City shall identify streets that can be made “complete” either through a reduction in the number or width of travel lanes or through two-way conversions, with consideration for emergency vehicle operations. The City shall consider including new bikeways, sidewalks, on-street parking, and exclusive transit lanes on these streets by re-arranging and/or re-allocating how the available space within the public right of way issued. All new street configurations shall provide for adequate emergency vehicle operation.

M 5.1.5 Motorists, Bicyclists, and Pedestrian Conflicts - The City shall develop safe and convenient bikeways, streets, roadways, and intersections that reduce conflicts between bicyclists and motor vehicles on streets, between bicyclists and pedestrians on multi-use trails and sidewalks, and between all users at intersections.

The action requested herein is consistent with the City’s Strategic Plan goals of improving and diversifying the transportation system and supporting economic vitality by investing in infrastructure development. The action is also consistent with the adopted Vision Zero goal to work collaboratively in a data-driven effort to eliminate traffic fatalities and serious injuries by 2027. Finally, leveraging local funds with state funding is consistent with Council priorities of fiscal soundness.

**Economic Impacts:** None

**Environmental Considerations:**

**California Environmental Quality Act (CEQA):** Under the California Environmental Quality Act (CEQA) guidelines, continuing administrative activities do not constitute a project and are therefore exempt from review.

**Sustainability Considerations:** Attaining funding to plan for multimodal improvements furthers the City’s commitment to sustainability by laying the groundwork to significantly reduce the use of fossil fuels, to encourage less driving and engage in clean air practices, to reduce dependence on the private automobile by working with community partners to provide efficient and accessible public transit and transit supportive land uses, and to foster behavioral change throughout the City.

**Committee/Commission Action:** None.

**Rationale for Recommendation:** As part of the Vision Zero program, City Council adopted an ambitious, yet important goal of zero traffic-related deaths and serious injuries by 2027. More recently City Council adopted the Vision Zero Action Plan with over 40 actions. The actions in the

plan were developed based on a data-driven process, however better data, and a clearer understanding of how to use that data, are critical elements to fulfill many of the actions in the plan. Staff has reviewed the Caltrans guidelines for the Sustainable Communities Grant and found that these projects both meet the grant criteria and help the City capture the needed data to make strides toward the Vision Zero goal.

**Financial Considerations:** Projects selected for Caltrans Sustainable Transportation Planning Grant funding require a minimum 11.47% local match from non-State and non-Federal fund revenues, third party in-kind contributions, or a combination of the two. If selected, the minimum local match for the requested \$525,000 in grant funds would be \$60,218 from a combination of third-party in-kind services and local funding. If the Transportation Planning Grants are awarded, staff will return to City Council to establish the projects and make necessary budgetary adjustments for the City's share of the local match requirement.

**Local Business Enterprise (LBE):** Not applicable.

**Background:** On January 19, 2017, City Council adopted Vision Zero, a traffic safety philosophy, and a goal to eliminate traffic fatalities and serious injuries by 2027. The Vision Zero Action Plan, adopted in August 2018, identifies the High Injury Network (HIN) and over 40 action by which to reach the Vision Zero goal. A data-driven process informed the Action Plan, however more data is needed to systematically improve traffic safety in the City. That important data will be collected through these two projects:

Traffic Safety Data Project - This project will examine and consolidate of existing and available data; synthesis of that data into a useful data dashboard that shows traffic safety trends in the city; and identify specific sets of data needed in the future to systematically apply countermeasures to our High Injury Network (HIN). This type of data science has proven useful in other cities.

The City of Sacramento has access to additional data sets from internal sources such as traffic signals as well as through public/private partnerships such as with Waze that were not incorporated in the analysis used to create the Vision Zero Action Plan. As an increasing amount of data becomes available, the City can use this data to enhance our understanding of traffic safety and use the resulting Traffic Safety Data Tool to achieve the Vision Zero goal.

The funding request for this project is \$250,000.

Crosswalk Inventory and Analysis Project - This project will inventory our existing uncontrolled crosswalks; assess the appropriate treatment based on established city and national guidelines; and conduct community outreach in in the process. There are over 4,900 marked crosswalks throughout the city many of which are at uncontrolled locations. The current inventory is outdated and incomplete and there are marked uncontrolled crosswalks that do not meet city standards for

appropriate treatments. The Vision Zero Action Plan found that pedestrians, especially those over the age of 60, are the most vulnerable road user. This project will result in a clear plan forward to enhance the safety and mobility of pedestrians throughout the city.

The funding request for this project is \$275,000.