



**I-5 Corridor in Sacramento and Yolo Counties:
Existing Conditions Report**

May 2001



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Executive Summary

This report summarizes the existing conditions in the I-5 corridor, from the Yolo/Colusa County line in the north, to the Sacramento/San Joaquin County line in the south. Key findings from the study include:

- trips traveling through the region on I-5, with no stop within the region, account for less than two percent or roughly 5,000 of the 260,000 daily trips served on I-5 during daylight hours; and
- that future traffic growth in the I-5 corridor, including major surface streets, is projected to outpace the rest of the Sacramento region by about 0.5 percent per year.

The Existing Conditions Report, and its findings, were discussed with each jurisdiction adjacent to the corridor to assess the need for a major I-5 corridor study. SACOG staff met with staff from Caltrans, Cities of West Sacramento, Woodland and Sacramento, the Counties of Yolo and Sacramento, the Yolo County Transportation District and Regional Transit. The result of those meetings was that a major I-5 corridor study is not needed at this time. This conclusion was based on the results contained in the Existing Conditions Report and the fact that several other studies are already underway or soon will be started in the corridor.

These other studies include:

- Regional Transit's (RT) Alternative Analysis Study/Draft Environmental Impact Statement (DEIS) for a new light rail line to Natomas and the Sacramento Airport, scheduled to begin July 1, 2001, and end on June 30, 2003;
- RT's Preliminary Engineering/DEIS for the further extension of the south line scheduled to be completed by June 2003;
- Sacramento County Department of Airports' development of a new Master Plan for the Sacramento International Airport scheduled to be completed by December 2001;
- two Project Study Reports that will be completed by Caltrans over the next two years evaluating High Occupancy Lanes from Laguna Blvd. to Downtown Sacramento on I-5 and a reconfiguration of the I-5/I-80 interchange; and
- an analysis of study alternatives for the Metropolitan Transportation Plan for 2025 that SACOG is conducting, which will include assessment of different transportation strategies in the I-5 corridor and will be completed by June 2001.

I-5 Corridor in Sacramento and Yolo Counties: Existing Conditions Report

Chapter 1: Introduction

This report provides a compilation of data on existing travel conditions, historic trends, and current transportation plans related to the I-5 corridor. The report is intended to stimulate discussion of issues in the corridor, which may help determine the need for and scope of further study of the corridor. The report will be circulated for general comment among transportation agencies along the corridor, and excerpts will be presented for discussion to stakeholder groups in the corridor for discussion.

Comments on the substance of this report, and issues raised by stakeholder groups, will be used to develop recommendations on next steps.

What is the I-5 corridor?

For the purposes of this report, the corridor is the I-5 freeway facility from the Yolo/Colusa County line in the north, to the Sacramento/San Joaquin County line in the south, and parallel transportation facilities and services within about one mile of the freeway.

What are current travel patterns in the corridor?

A number of different sources are available to describe current travel patterns: volumes of traffic on I-5 and connecting surface streets; counts of transit passengers; and origin/destination studies. This information is presented in Chapter 2, together with a summary of current population and employment in areas along the corridor.

What are current expectations for growth in travel in the corridor?

Where forecasts of future travel in the corridor were available, they were folded into the data presented in Chapter 2.

What projects are currently planned for the I-5 corridor?

Major transportation projects currently in the Metropolitan Transportation Plan are compiled in Chapter 3. Other projects that have been proposed or studied are also listed.

Chapter 2: Travel Patterns in the I-5 Corridor

Population and Employment

For demographic comparisons, regional analysis districts (RADs)¹ along I-5 were aggregated to represent the corridor. Tables 1A and 1B summarize both historic population and employment growth for the last ten years, and current forecasts of expected growth for the next 20 years.

- ✓ For the I-5 corridor in the Sacramento region, **historic** population growth has lagged the rest of the region in both population (annual average growth of 1.8 percent versus 1.9 percent) and employment (2.0 percent versus 2.7 percent).
- ✓ **Projections** for the corridor are just the opposites, with expected growth outpacing the rest of the region in both population (2.5 percent versus 1.7 percent) and employment (2.7 percent versus 1.9 percent).

While historic growth in the corridor as a whole has lagged the rest of the region, specific areas within the corridor experienced very high growth in both absolute terms and in growth rates:

- ✓ West Sacramento employment growth over the last ten years was 16,900 jobs, or an average annual rate of more than 7 percent.
- ✓ Franklin - Laguna population growth over the last ten years was 26,200 people, or an annual growth rate of more than 10 percent.

Projected growth in the corridor is likewise concentrated in a few areas:

- ✓ North Natomas' population is projected to grow by 32,800 people over the next 20 years, and employment by 10,500 jobs. This translates to annual growth rates of 10 percent for population and 8 percent for employment.
- ✓ Franklin - Laguna is projected to continue to grow rapidly, adding 71,600 residents and 24,200 jobs over the next 20 years. This translates to annual growth rates of more than 5 percent in population and 9 percent for employment.

¹Regional Analysis Districts do not necessarily have the same boundaries as cities, which can change size over time through annexations. By maintaining constant RAD boundaries, comparisons over time can more easily be made.

Table 1A: Population Growth in I-5 Corridor

	Total Population			Total Change		Annual Average Growth	
	1990	2000	2020	1990-2000	2000-2020	1990-2000	2000-2020
Yolo County Districts							
Dunnigan-Knights Landing	3,100	3,200	7,000	100	3,800	0.3%	4.0%
Woodland	42,600	49,800	68,900	7,200	19,100	1.6%	1.6%
West Sacramento	28,900	31,500	63,300	2,600	31,800	0.9%	3.6%
Yolo County Subtotal	74,600	84,500	139,200	9,900	54,700	1.3%	2.5%
Sacramento County Districts							
North Natomas	600	5,700	38,500	5,100	32,800	25.2%	10.0%
South Natomas	35,300	39,800	61,000	4,500	21,200	1.2%	2.2%
Downtown	32,900	33,900	48,000	1,000	14,100	0.3%	1.8%
Land Park - Pocket - Meadowview	108,800	115,200	130,400	6,400	15,200	0.6%	0.6%
Franklin - Laguna	14,900	41,100	112,700	26,200	71,600	10.7%	5.2%
Delta	5,500	5,700	7,000	200	1,300	0.4%	1.0%
Sacramento County Subtotal	198,000	241,400	397,600	43,400	156,200	2.0%	2.5%
Sacramento Region I-5 Corridor Total	272,600	325,900	536,800	53,300	210,900	1.8%	2.5%
Rest of Sacramento Region	1,275,900	1,540,300	2,142,900	264,400	602,600	1.9%	1.7%
I-5 Corridor Percent of Sacramento Region	18%	17%	20%	17%	26%	n/a	n/a
Adjacent Areas							
San Joaquin County ¹	483,800	582,700	821,900	98,900	239,200	1.9%	1.7%
Colusa/Glenn Counties ²	41,300	50,300	90,500	9,000	40,200	2.0%	3.0%
Source: SACOG, based on 1999 projections.							
¹ San Joaquin Council of Governments							
² California Department of Finance County Projections							

Table 1B: Employment Growth in I-5 Corridor							
	Total Employment			Total Change		Annual Average Growth	
	1990	2000	2020	1990-2000	2000-2020	1990-2000	2000-2020
Yolo County Districts							
Dunnigan-Knights Landing	300	300	500	0	200	0.0%	2.6%
Woodland	15,700	19,900	35,600	4,200	15,700	2.4%	3.0%
West Sacramento	16,400	33,300	66,000	16,900	32,700	7.3%	3.5%
Yolo County Subtotal	32,400	53,500	102,100	21,100	48,600	5.1%	3.3%
Sacramento County Districts							
North Natomas	2,200	2,800	13,300	600	10,500	2.4%	8.1%
South Natomas	14,000	20,700	38,700	6,700	18,000	4.0%	3.2%
Downtown	93,900	98,900	142,300	5,000	43,400	0.5%	1.8%
Land Park - Pocket - Meadowview	25,500	25,200	29,300	(300)	4,100	-0.1%	0.8%
Franklin - Laguna	1,300	5,200	29,400	3,900	24,200	14.9%	9.0%
Delta	1,800	1,700	2,700	(100)	1,000	-0.6%	2.3%
Sacramento County Subtotal	138,700	154,500	255,700	15,800	101,200	1.1%	2.6%
Sacramento Region I-5 Corridor Total	171,100	208,000	357,800	36,900	149,800	2.0%	2.7%
Rest of Sacramento Region	456,300	597,300	868,400	141,000	271,100	2.7%	1.9%
I-5 Corridor Percent of Sacramento Region	27%	26%	29%	21%	36%	n/a	n/a
Adjacent Areas							
San Joaquin County ¹	215,800	247,500	327,000	31,700	79,500	1.4%	1.4%
Colusa/Glenn Counties ²	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Source: SACOG, based on 1999 projections.							
¹ San Joaquin Council of Governments							
² California Department of Finance County Projections							

Growth in Vehicle Travel

Table 2 depicts the growth rates in vehicle travel.

- ✓ In Yolo County, historic growth in travel on I-5 from 1987 to 1997 (3.2 percent per year) was only slightly higher than projected growth from 1997 to 2022 (2.8 percent per year).
- ✓ In Sacramento County, 1987-1997 vehicle travel growth (3.8 percent per year) was much higher than the projected growth for 1997-2022 (2.0 percent per year). This difference is largely accounted for by the change in traffic growth projected in the South Sacramento

County area, where projected growth rates are much lower than historic (see Table 2 and Figure 1). While recent growth in the Franklin - Laguna area has been predominantly residential (26,000 new residents compared to 3,900 new jobs added from 1990 to 2000), future growth is projected to be much more balanced (71,600 new residents and 24,200 new jobs projected from 2000 to 2020).

	Weekday Vehicle Miles Traveled (VMT)			Annual Average Growth	
	1987	1997	2022	1987-1997	1997-2022
Yolo County I-5 Corridor	581,000	798,000	1,601,000	3.2%	2.8%
Sacramento County I-5 Corridor	1,644,000	2,395,000	3,939,000	3.8%	2.0%
Corridor Total	2,225,000	3,193,000	5,540,000	3.7%	2.2%

¹ 1987 and 1997 figures from Caltrans' Traffic Volumes Reports. 2022 figures based on SACOG traffic forecasts.

Table 3 summarizes projected growth in traffic volumes for major roadways in the I-5 corridor. The "freeway" figure differs from Table 2 in that the "in corridor" portions of I-505, Route 113, I-80, and the Capital City Freeway are included. The "arterials/expressways" figures include all major surface streets in the I-5 corridor. The projected growth rate of all freeways mirrors that of I-5 alone, as reported in Table 1 (2.2 percent per year). The projected growth of major surface streets is slightly higher (2.6 percent per year). For both types of roadways, travel growth in the I-5 corridor is projected to outpace the rest of the region by about 0.5 percent per year.

	Weekday Vehicle Miles of Travel		Growth	
	1997	2022	Total Change	Annual Average
Freeways				
In I-5 Corridor	5,362,000	9,127,000	3,765,000	2.2%
Rest of Region	14,354,000	21,901,000	7,547,000	1.7%
Arterials/Expressways				
In I-5 Corridor	2,237,000	4,371,000	2,044,000	2.6%
Rest of Region	13,103,000	22,026,000	8,923,000	2.1%
All Major Roadways				
In I-5 Corridor	7,689,000	13,498,000	5,809,000	2.3%
Rest of Region	27,457,000	43,927,000	16,470,000	1.9%

Source: SACOG

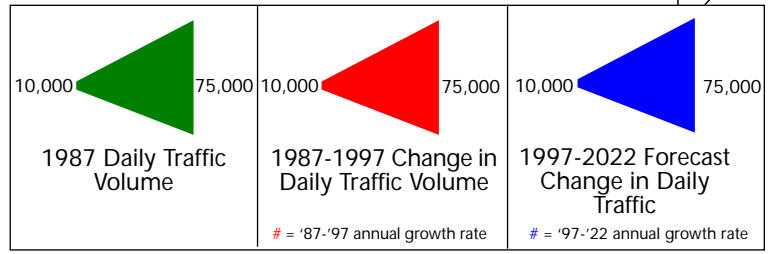
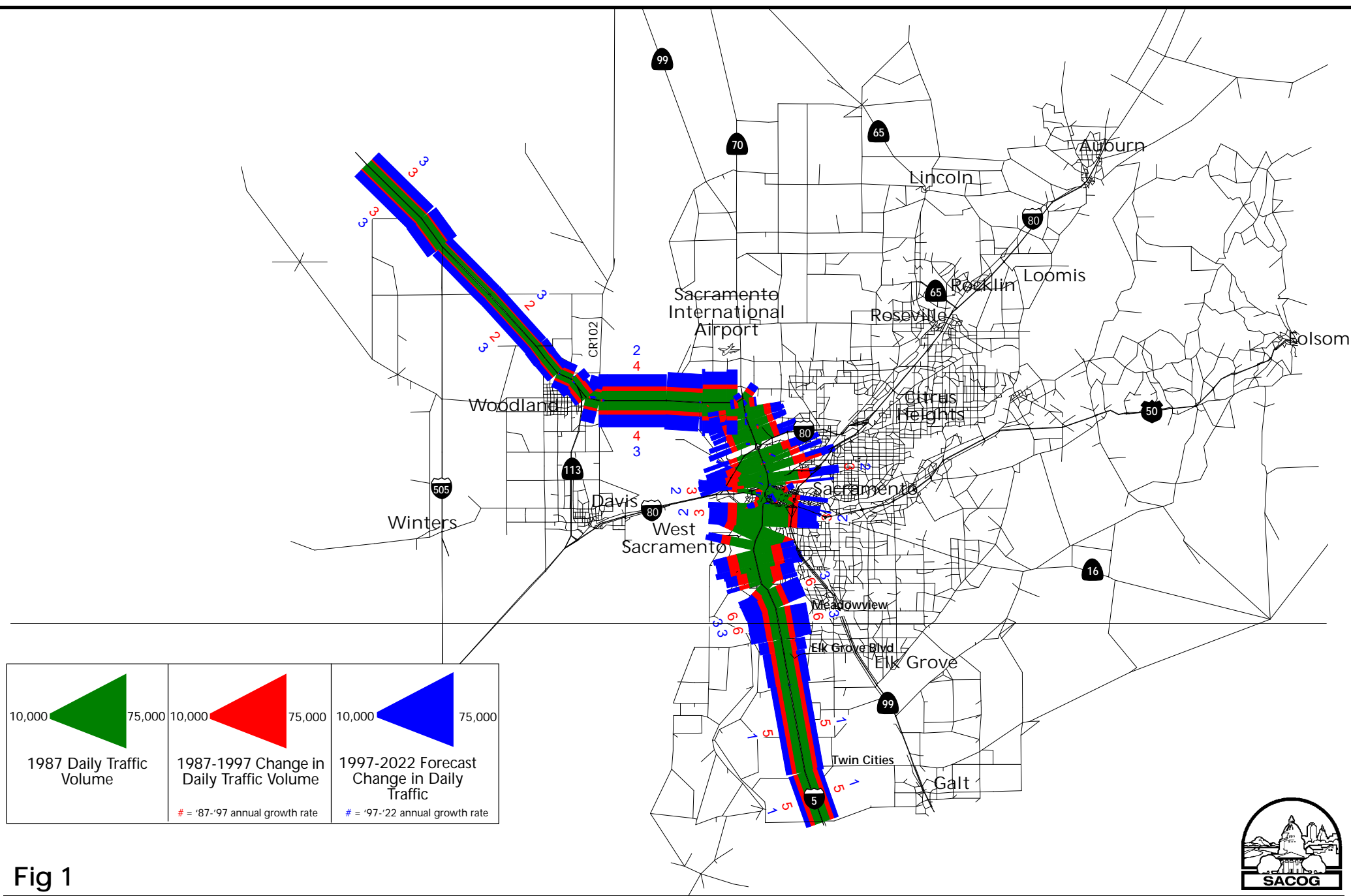


Fig 1
I-5 CORRIDOR STUDY
1987-2022 Change in Daily Traffic Volume, All Vehicles



Source: SACOG, March 2000.

Transit in the Corridor

Transit service in the I-5 corridor is provided by a range of local, express/commuter, and other bus services. Table 4 provides a summary of the bus routes operating along significant portions of the corridor, along with 1999 boardings in the corridor. Light rail service, which primarily serves I-80 and U.S. 50 corridor trips, is not included in this summary. Neither are local and commuter bus services in the Downtown and West Sacramento areas, which primarily provide east-west access to these areas (i.e., they do not operate along the corridor).

Table 4. Transit Service in the I-5 Corridor				
	Areas Served	Type of Service	Service Frequency	1999 Weekday Boardings
<i>Sacramento Regional Transit</i>				
52 Laguna West	Elk Grove, Laguna, Downtown Sacramento, South Natomas	Commuter Only	4:00 A.M. runs 4:00 P.M. runs	300
65 Florin Express	Florin, South Land Park, Downtown Sacramento	Commuter Only	2:00 A.M. runs 2:00 P.M. runs	100
3 Riverside Express	Pocket, Downtown Sacramento	Commuter Only	4:00 A.M. runs 4:00 P.M. runs	300
2 Riverside	Pocket, Land Park, Downtown Sacramento	Local	30 minute weekday, hourly Sat.	1000
7 Meadowview Express	Mack/Meadowview, Downtown Sacramento	Commuter Plus	Hourly weekday	500
5 Land Park - Meadowview	Mack/Meadowview, Land Park, Downtown Sacramento	Local	Hourly weekday and Sat.	800
6 Land Park	Pocket, Land Park, Downtown Sacramento	Local	Hourly weekday and Sat.	500
15 Rio Linda Blvd. - T St.	Rio Linda, Arden/Del Paso, Downtown Sacramento, Tahoe Park	Local	30 minute weekday, hourly Sat.	700
87 Howe	CSUS, Arden Arcade, North Sacramento, South Natomas, Downtown Sacramento	Local	30 minute weekday, hourly Sat.	1100
88 West El Camino	Arden/Del Paso, South Natomas, Downtown Sacramento	Local	30 minute weekday, hourly Sat.	900
<i>Yolobus</i>				
42 Intercity Route (Clockwise)	Downtown Sacramento, W. Sacramento, Davis, Woodland, Airport	Local, Commuter	Hourly weekday and Sat.	1200
42 Intercity Route (Clockwise)	Downtown Sacramento, Airport, Woodland, Davis, W. Sacramento	Local, Commuter	Hourly weekday and Sat.	
45 Woodland-Sacramento Express	Woodland, Downtown Sacramento	Commuter Only	3:00 A.M. Runs 3:00 P.M. Runs	0

Table 4 provides information only on transit routes that provide direct (i.e., no transfer) service within the corridor.

Bicycle Facilities

Should this report lead to a full study of the I-5 corridor, existing bicycle facilities will be added to a later version of this report. Existing bicycle routes are depicted on maps available online at www.sacog.org.

Travel Times and Congestion

Travel-time studies were made on the I-5 freeway in the Spring of 1999. The results of the studies are shown in Figures 2 and 3.

- ✓ In the AM peak hour, the most severe congestion occurred on I-5 northbound between Florin Road and Fruitridge Boulevard, where average speeds dropped to below 25 mph.
- ✓ In the PM peak hour, the only significant congestion occurred just south of the Downtown Sacramento area.

Table 5 provides more detail on the data collected for the peak hours of travel. Table 6 provides the same information for the extended three-hour commute periods in the morning and afternoon. Note that all of this data was collected on mainline lanes (the inside or "fast" lane on two-lane segments, and the #2 lane on the three-lane or wider segments). Congestion at ramps, ramp intersections, and freeway-to-freeway connectors is not included. Especially in the Downtown Sacramento area, where volumes of traffic entering and exiting I-5 are very high, travel speeds on the #1 and #2 lanes are significantly higher than on the outside and auxiliary lanes, where weaving and merging slows down traffic.

In addition to the travel-time studies performed for this report, Caltrans District 3 Operations Division annually measures congestion levels on freeways in the Sacramento region. Figures 4 and 5 show the results of this work. (Note that delay is based on a 35 miles-per-hour speed standard for freeway facilities, and is defined as the difference in aggregate travel time for all travelers between the actual travel time, and the travel time assuming a minimum 35 mph travel speed).

- ✓ Figure 4 illustrates peak direction congestion levels for I-5 and other freeways. Peak direction is toward Downtown Sacramento in the morning commute period, and away from it in the afternoon. In general, all facilities have increased steadily since 1987, but with sharp increases since 1996 (note that no data were collected in 1997). The increases in I-5 congestion mirrored this general trend, but the most notable aspect of the I-5 changes was that very little, if any, congestion was measured prior to 1996.
- ✓ Figure 5 illustrates the same information for the off-peak direction of travel (i.e., away from Downtown Sacramento in the morning, toward it in the afternoon). The overall level of congestion in the off-peak direction is small compared to the peak direction, and the sharpest growth has occurred since 1996. However, the most remarkable growth in off-peak travel congestion has occurred on routes other than I-5.

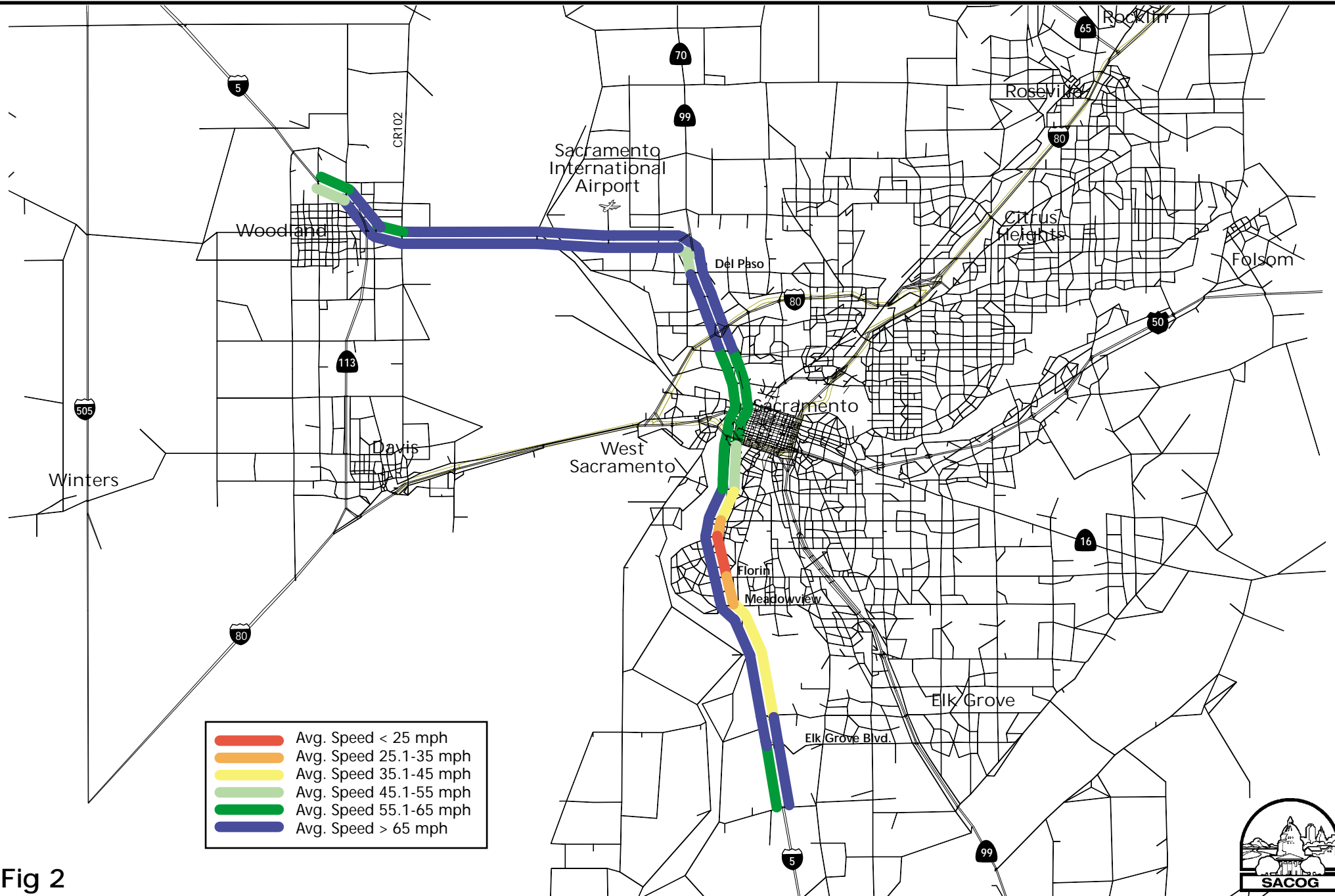


Fig 2

I-5 CORRIDOR STUDY
Spring 1999, AM Peak Hour Average Speed



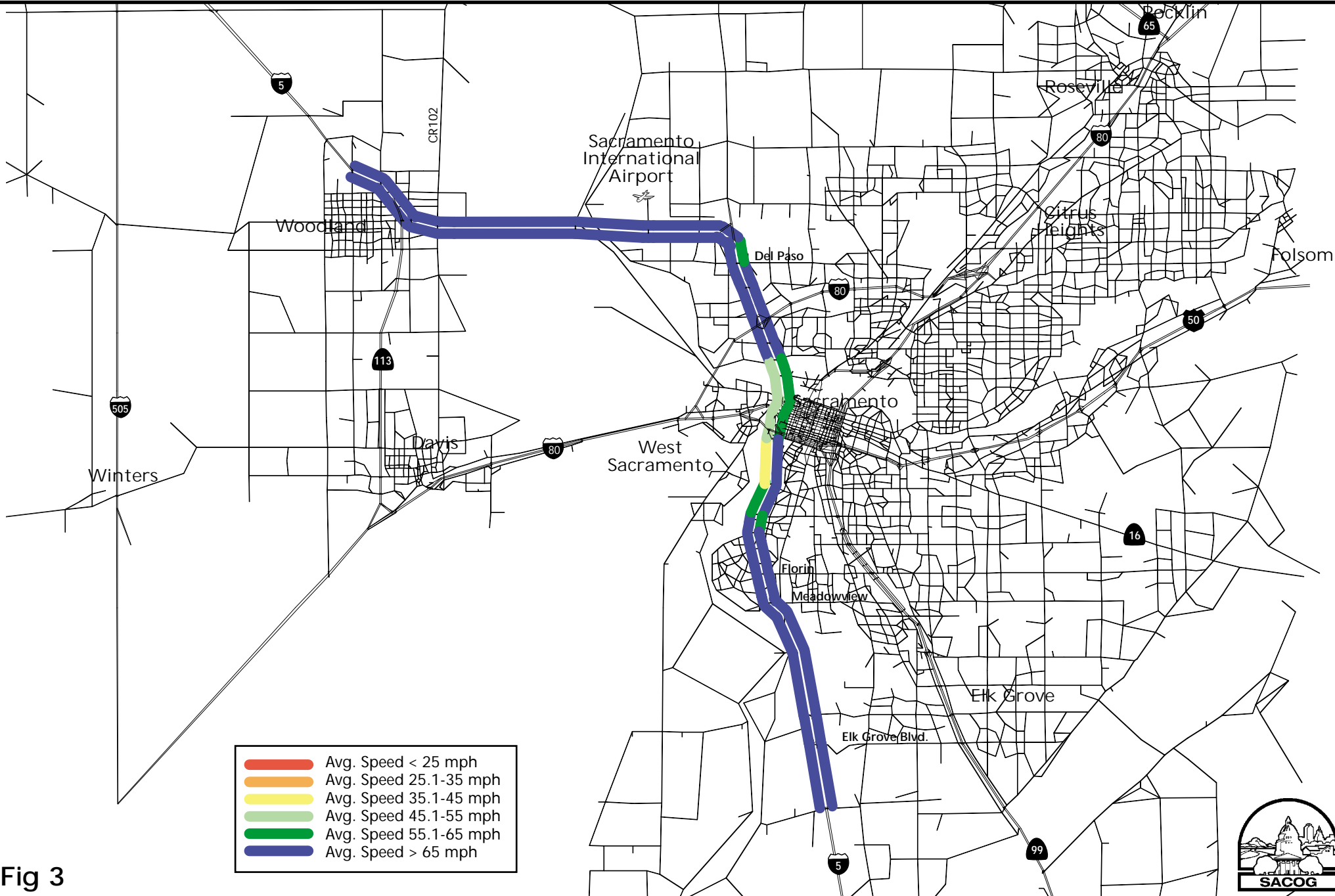


Fig 3

I-5 CORRIDOR STUDY
Spring 1999, PM Peak Hour Average Speed



Table 5. I-5 Morning Commute Travel Times (Spring 1999)

Segment	3-hour Morning Commute Period			Morning Peak Hour		
	Travel Time (Min.)	Distance (Mi.)	Average Speed (MPH)	Travel Time (Min.)	Average Speed (MPH)	
Northbound						
San Joaquin Co. line	to Elk Grove Blvd.	2.0	2.4	>65	2.1	>65
Elk Grove Blvd.	to Laguna Blvd.	1.0	1.2	>65	1.0	>65
Laguna Blvd.	to Pocket/Meadowview	4.5	4.1	55	5.7	44
Pocket/Meadowview	to Florin Road	1.7	1.0	37	2.4	26
Florin Road	to 43 rd Ave.	2.5	1.5	35	3.6	25
43 rd Ave.	to Seamas Ave.	1.0	0.7	41	1.2	33
Seamas Ave.	to Sutterville Road	1.5	1.2	49	1.7	43
Sutterville Road	to U.S. 50	2.0	1.8	55	2.2	50
U.S. 50	to Garden Hwy.	2.8	3.0	>65	2.8	64
Garden Hwy.	to El Camino Ave.	0.6	0.6	>65	0.5	>65
El Camino Ave.	to I-80	0.7	0.8	>65	0.7	>65
I-80	to Del Paso Road	2.0	2.3	>65	2.0	>65
Del Paso Road	to Route 99/70	0.8	0.9	>65	0.8	>65
Route 99/70	to Airport	2.5	2.8	>65	2.5	>65
Airport	to Elkhorn/Old River	2.1	2.4	>65	2.1	>65
Elkhorn/Old River	to County Road 102	4.5	5.0	>65	4.5	>65
County Road 102	to East Main St.	0.9	1.0	>65	0.9	64
East Main St.	to Route 113 South	0.5	0.6	>65	0.5	>65
Route 113 South	to Route 113 North	1.0	1.1	>65	1.0	>65
Route 113 North	to County Road 99/West	1.1	1.1	65	1.1	64
	All Northbound AM	35.5	35.6	60	39.1	55
Southbound						
County Road 99/West	to State Route 113 North	2.3	2.4	61	2.3	63
State Route 113 North	to State Route 113 South	1.0	1.2	>65	1.0	>65
State Route 113 South	to East Main St.	3.5	4.1	>65	3.6	>65
East Main St.	to County Road 102	0.9	1.0	>65	0.9	>65
County Road 102	to Elkhorn/Old River	1.3	1.5	>65	1.3	>65
Elkhorn/Old River	to Airport	0.6	0.7	>65	0.6	>65
Airport	to Route 99/70	1.1	1.2	>65	1.1	>65
Route 99/70	to Del Paso Road	1.7	1.8	64	1.9	58
Del Paso Road	to I-80	2.8	3.0	64	2.9	63
I-80	to El Camino Ave.	0.6	0.6	61	0.7	57
El Camino Ave.	to Garden Hwy.	0.7	0.8	>65	0.7	>65
Garden Hwy.	to U.S. 50	2.1	2.3	>65	2.1	>65
U.S. 50	to Sutterville Road	1.0	0.9	54	1.1	49
Sutterville Road	to Seamas Ave.	2.4	2.8	>65	2.5	>65
Seamas Ave.	to 43 rd Ave.	2.1	2.4	>65	2.1	>65
43 rd Ave.	to Florin Road	4.4	5.0	>65	4.3	>65
Florin Road	to Pocket/Meadowview	0.9	1.0	>65	0.9	>65
Pocket/Meadowview	to Laguna Blvd.	0.5	0.6	>65	0.5	>65
Laguna Blvd.	to Elk Grove Blvd.	1.0	1.1	>65	1.0	>65
Elk Grove Blvd.	to San Joaquin Co. line	1.4	1.1	48	1.3	52
	All Southbound AM	32.3	35.6	66	32.7	65

Source: SACOG

Table 6. I-5 Afternoon Commute Travel Times (Spring 1999)

Segment	3-hour Afternoon Commute Period			Afternoon Peak Hour		
	Travel Time (Min.)	Distance (Mi.)	Average Speed (MPH)	Travel Time (Min.)	Average Speed (MPH)	
Northbound						
San Joaquin Co. line to Elk Grove Blvd.	2.1	2.4	>65	2.0	>65	
Elk Grove Blvd. to Laguna Blvd.	1.1	1.2	>65	1.1	>65	
Laguna Blvd. to Pocket/Meadowview	3.6	4.1	>65	3.7	>65	
Pocket/Meadowview to Florin Road	0.9	1.0	>65	0.9	>65	
Florin Road to 43 rd Ave.	1.3	1.5	>65	1.3	>65	
43 rd Ave. to Seamas Ave.	0.6	0.7	>65	0.6	>65	
Seamas Ave. to Sutterville Road	1.1	1.2	>65	1.1	>65	
Sutterville Road to U.S. 50	1.6	1.8	>65	1.6	>65	
U.S. 50 to Garden Hwy.	3.7	3.0	49	3.3	55	
Garden Hwy. to El Camino Ave.	0.6	0.6	>65	0.6	>65	
El Camino Ave. to I-80	0.7	0.8	>65	0.7	>65	
I-80 to Del Paso Road	2.1	2.3	>65	2.1	>65	
Del Paso Road to Route 99/70	0.8	0.9	>65	0.8	64	
Route 99/70 to Airport	2.5	2.8	>65	2.5	>65	
Airport to Elkhorn/Old River	2.2	2.4	>65	2.2	>65	
Elkhorn/Old River to County Road 102	4.4	5.0	>65	4.3	>65	
County Road 102 to East Main St.	0.9	1.0	>65	0.9	>65	
East Main St. to Route 113 South	0.5	0.6	>65	0.5	>65	
Route 113 South to Route 113 North	1.0	1.1	>65	1.0	>65	
Route 113 North to County Road 99/West	1.0	1.1	>65	1.0	>65	
	All Northbound AM	32.5	35.6	66	32.0	67
Southbound						
County Road 99/West to Route 113 North	2.2	2.4	65	2.0	>65	
State Route 113 North to Route 113 South	1.1	1.2	>65	1.1	>65	
State Route 113 South to East Main St.	3.7	4.1	>65	3.8	>65	
East Main St. to County Road 102	1.0	1.0	>65	1.0	>65	
County Road 102 to Elkhorn/Old River	1.3	1.5	>65	1.3	>65	
Elkhorn/Old River to Airport	0.6	0.7	>65	0.6	>65	
Airport to Route 99/70	1.2	1.2	60	1.3	58	
Route 99/70 to Del Paso Road	2.4	1.8	45	2.7	41	
Del Paso Road to I-80	4.2	3.0	43	4.4	41	
I-80 to El Camino Ave.	0.6	0.6	65	0.6	>65	
El Camino Ave. to Garden Hwy.	0.7	0.8	>65	0.7	>65	
Garden Hwy. to U.S. 50	2.1	2.3	>65	2.0	>65	
U.S. 50 to Sutterville Road	0.8	0.9	>65	0.8	>65	
Sutterville Road to Seamas Ave.	2.5	2.8	>65	2.4	>65	
Seamas Ave. to 43 rd Ave.	2.1	2.4	>65	2.1	>65	
43 rd Ave. to Florin Road	4.4	5.0	>65	4.3	>65	
Florin Road to Pocket/Meadowview	0.9	1.0	>65	0.9	>65	
Pocket/Meadowview to Laguna Blvd.	0.5	0.6	>65	0.5	>65	
Laguna Blvd. to Elk Grove Blvd.	1.0	1.1	>65	1.0	>65	
Elk Grove Blvd. to San Joaquin Co. line	1.0	1.1	>65	1.0	>65	
	All Southbound AM	34.1	35.6	63	34.3	62

Source: SACOG

Figure 4. Growth in Peak Direction Congestion on State Highways

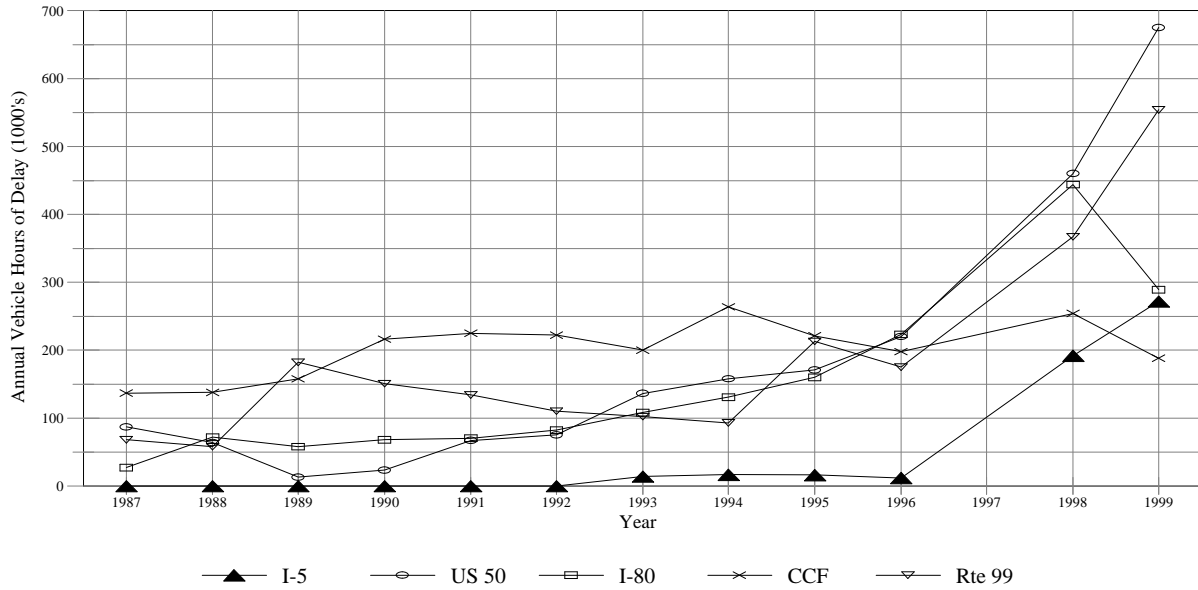
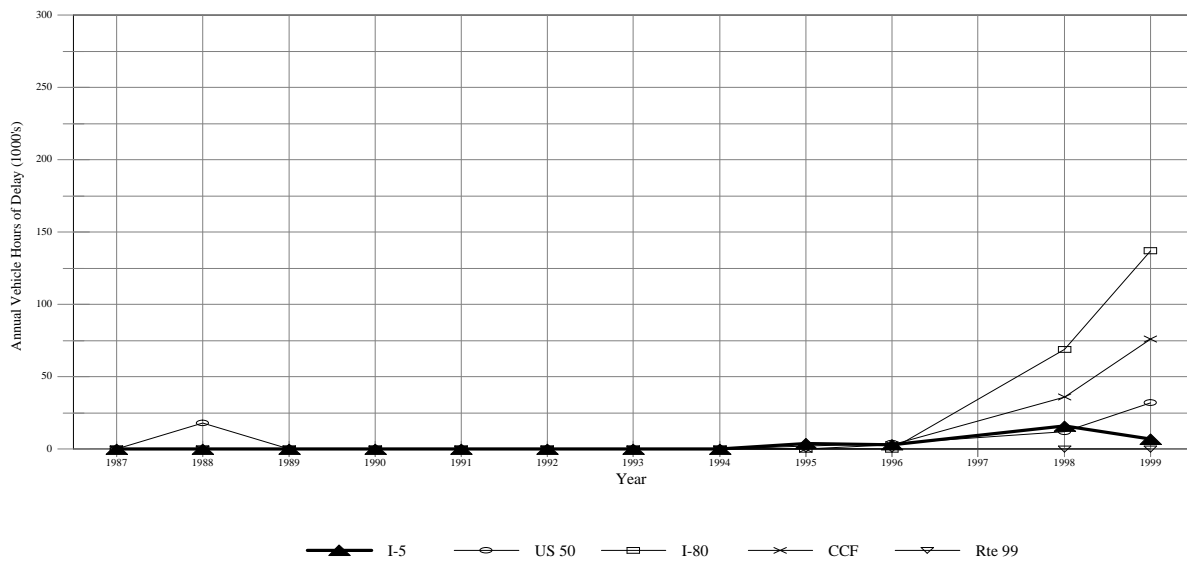


Figure 5. Growth in Off-Peak Direction Congestion on State Highways

Source: SACOG, based on Caltrans District 3, Congestion Monitoring Reports



Origin/Destination Studies

A video license plate survey of I-5 and the connecting state highways was conducted in Spring of 1999. Table 7 lists the survey locations. At each location, rear license plates of all vehicles were video taped during daylight hours. Two analyses were performed on the license plates. First, plates were electronically coded and matched from one location to another, in order to determine 1) the amount of through traffic, 2) the amount of traffic that used I-5 as a route to get to another state highway, and 3) the amount of traffic that used a local ramp to enter or exit I-5. License plates were matched to Department of Motor Vehicles registration data, solely to get the zip code of residence of the vehicle. Both of these analyses are intended to portray overall traffic patterns in the corridor.

Site No.	Camera No.	Site Location & Direction	Entrance, Exit or Intermediate
1	1 & 2	SB I-5, (County Road 8) north of I-505	Entrance
2	5 & 6	SB I-5, Yolo/Sac. County line	Intermediate
3	9 & 10	SB I-5, Elk Grove Boulevard	Exit
4	27	SB I-5, at WB ramp to I-80 West	Exit
5	28	SB I-5, at EB ramp to I-80 East	Exit
6	13 & 14	SB I-5, EB connector to U.S. 50 East	Exit
7	23	SB I-5, SB ramp to I-505 South	Exit
8	24	SB I-5, SB ramp to Route 113 South	Exit
9	11 & 12	NB I-5, Elk Grove Boulevard	Entrance
10	7 & 8	NB I-5, Yolo/Sac. County line	Intermediate
11	3 & 4	NB I-5, (County Road 8) north of I-505	Exit
12	30	NB I-5, EB connector to U.S. 50 East	Exit
13	31 & 32	NB I-5, WB connector to U.S. 50 West	Exit
14	15 & 16	NB I-5, EB ramp to I-80 East	Exit
15	25 & 26	NB I-5, NB ramp to Route 99 North	Exit
16	17, 18 & 19	WB I-80, Pole Line Road	Exit
17	33	SB I-5, EB U.S. 50 to SB I-5 ramp	Entrance
18	29	NB I-5, WB I-80 ramp to NB I-5	Entrance
19	21 & 22	SB I-5, WB I-80 ramp to SB I-5	Entrance
SB=southbound, NB=northbound, WB=westbound, EB=eastbound 5 Entrances, 12 Exits & 2 Intermediate Sites			

Table 8 provides overall read-rates for license plates in the survey, and Figure 6 illustrates the basic traffic pattern captured by the survey. Table 9 provides a basic breakdown of zip code information for the mainline survey locations. The survey resulted in the following major findings:

- ✓ Trips traveling through the region on I-5, with no stop within the region, are a relatively small portion of the total traffic on the freeway. Of the approximately 260,000 trips served by I-5 during daylight hours, only about 5,000 (2 percent) were observed to travel completely through the region. This class of vehicles represented about 7 percent of the vehicle miles of travel, because of the length of travel on I-5.

- ✓ Trips entering or exiting I-5 via another freeway comprised about 22,400 (9 percent) of daylight-hour trips in the corridor, and about 12 percent of the vehicle miles of travel. In the Downtown Sacramento area, these trips accounted for between about 15 and 20 percent of the traffic on I-5.

	Autos + Other	3+ Axle Trucks	All Vehicles
Total Vehicles Taped:			
Mainline Stations	56,865	14,589	71,454
Ramp/Connector Stations	143,626	10,556	154,182
Total	200,491	25,145	225,636
Total Plates Read:			
	179,689	17,476	197,165
Average Read Rates:	90%	70%	87%
Unique Plates:	123,435	11,026	134,461
Matches to DMV Vehicle Reg. Records:			
Out of State Plates	4,760	2,906	7,666
Zip Code Matched to Plate	92,776	4,371	97,147
No Zip Code Matched to Plate	25,899	3,749	29,648
Average Zip Code Match Rate	78%	54%	77%

Source: SACOG, March 2000. Survey Date: April 13, 1999.

	North of I-505	Yolo/Sac County Line	Elk Grove Blvd.
Sacramento Region	25%	65%	31%
I-5 North	27%	6%	4%
North Central Valley	3%	2%	22%
Bay Area	13%	6%	13%
Out-of-State Plate	19%	11%	14%
Subtotal	86%	90%	84%
All Other Areas Subtotal	14%	10%	16%
Total	100%	100%	100%

Source: SACOG, March 2000. Survey Date: April 13, 1999.

Chapter 3: Planned and Proposed Transportation Projects in the I-5 Corridor

Major projects in the I-5 corridor listed in the 1999 Metropolitan Transportation Plan are listed in Table 10. See Appendix A for a description of existing studies and reports for projects in the corridor.

No.	Description	Year (s)
1	HOV lanes from Laguna Boulevard to 'J' Street	2006
2	New interchange south of Meadowview Road, for future Cosumnes River Boulevard	2010
3	Interchange improvements at Bannon Street/Richards Boulevard	2005, 2015
4	Auxiliary lanes from Richards Boulevard to Garden Highway	2006
5	Interchange improvement at El Camino Avenue	2008
6	New roadway north of I-80 crossing over I-5, connecting El Centro Road to Commerce Way	2008
7	New interchange at North Market between I-80 and Del Paso Boulevard	2002
8	Auxiliary lanes between North Market and Del Paso Boulevard	2001
9	Second auxiliary lane between I-80 and North Market	2010
10	North Market roadway connecting from El Centro to Commerce Way	2001,2006
11	HOV lanes from I-80 to the Sacramento International Airport	2006
12	New roadways in North Natomas area	various
13	Auxiliary lanes between Del Paso Road and Route 70/99	2007
14	Second southbound connector lane from Route 70/99 to I-5	2015
15	Interchange at Metro Air Park between Route 70/99 and the Airport interchange	2003
16	LRT extension to Intermodal Station	2002
17	Install Traffic Operations Systems in Sacramento County portion of I-5	2006
18	Interchange improvement at County Road 102	2002
19	Freeway connector at I-5 and Route 113	2010

Other projects which have been discussed or proposed, but currently are not in a funded plan include:

- ✓ I-5 "Western Bypass" of Downtown Sacramento
- ✓ Extension of light rail from Downtown Sacramento to the Sacramento International Airport

Appendix A. Existing Studies and Reports

SACOG'S REGIONAL AND METROPOLITAN TRANSPORTATION PLANS. (1987-1999)

Sponsors: Sacramento Area Council of Governments

Date of Study/Plan: Continuous, the transportation plans are updated every two to three years

Study Area: The SACOG region

Study Period: Variable, usually projects a 20 year time frame

Purpose: To help guide future transportation investment decisions in a balanced manner, sufficient to make needed improvements in all modes of surface transportation, within the limits of expected resources.

Description: Generally, SACOG's transportation plans provide a 20-year blueprint for transportation and related air quality strategies for the six-county metropolitan planning area centering on Sacramento, CA. However, comparison between each plan is difficult since the structure and requirements of these plans have changed significantly over the past ten years. The 1987 and 1990 SACOG Regional Transportation Plans (RTPs) were produced before the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). These plans were not financially constrained and examined strict funding sources allocated to either road capacity improvements or public transit. The 1992 SACOG RTP, adopted soon after the passage of ISTEA, stressed a more flexible, multi-modal approach of the law but was not financially constrained. This was corrected by the 1993 Metropolitan Transportation Plan (MTP), which was the first plan to fully comply with ISTEA legislation. In the 1993 MTP, some previously planned projects were not retained due to the new financial constraint provisions. Since the plans are continually being modified, it is important to review what projects are kept and which are dropped over the ten-year period.

Proposed Actions for the I-5 Corridor

1987 RTP

New or improved interchanges at Power Line Road, Truxel Road, River Bend Crossing, Garden Highway, and North Market Blvd. (Arena Blvd.).

Freeway Ramps at I-5 and J and T streets

1990 RTP

New or improved interchanges at Huntington Park/River Bend Crossing, North Market Blvd. (Arena Blvd.), Elk Grove Blvd. (completed), and Laguna Blvd. (completed)

Ramp meters at North Market Blvd.

Widen I-5 from Laguna Blvd. to River Bend Crossing (completed)

Build a light rail extension from Meadowview Road to Calvine Road/Route 99, and one from downtown Sacramento to North Natomas.

1992 RTP

Construct carpool (HOV) lanes from the Sacramento Metropolitan Airport to Capitol Mall
New or improved interchanges at Meadowview Road, Elk Grove Blvd. (completed), Laguna Blvd. (completed), North Market Blvd., S Street, and J Street

Build a light rail extension to Elk Grove with a Laguna spur, a north line to Richards Blvd., and a separate extension through North Natomas to the Sacramento Metropolitan airport

Purchase right of way for a light rail line from Sacramento to Davis

1993 MTP

New or improved interchanges at Richards Blvd., S Street, County Road 102, I-80, and North Market Blvd.

Carpool (HOV) lane from Meadowview Road to J street and J street to the Sacramento Metropolitan (International) airport

Add a carpool (HOV) ramp at Capitol Mall or Broadway

Add a freeway connection to State Route 113

Build a new south light rail line from downtown Sacramento to Elk Grove

Extend North Natomas light rail line from intermodal terminal in downtown Sacramento to the Sacramento Metropolitan Airport

1993 Supplement MTP

Add park and ride lots at Route 99 and Calvine Road (completed)

1996 MTP

Add an interim extension of the north light rail line from 7th/8th and K streets to the Amtrak depot at 5th and H streets and from the interim intermodal Amtrak station to a new intermodal station at 7th and B.

Add new or improve interchanges at North Market Blvd, Cosumnes River Blvd., Metro Air Park/ Spa Road (underway), County Road 102, El Camino Blvd., Richards Blvd., Route 99, and Bannon Street

Build second auxiliary lane from I-80 to North Market Blvd.

Freeway connection to SR113 from I-5

Install Traffic Operating Systems and ramp metering at various locations along I-5

1999 MTP

Build carpool (HOV) lanes from I-80 to the Sacramento International (formerly Metropolitan) Airport

Add auxiliary lanes from Richards Blvd. to Garden Highway

Install Traffic Operating Systems; closed-circuit television, highway advisory radio, ramp metering, and loop detectors in Sacramento County

Add a second auxiliary lane from I-80 to North Market Blvd. interchange

Add an auxiliary lane in each direction between Del Paso Blvd. and Route 99 on I-5.

New or improved interchanges at North Market Blvd., Consumnes River Blvd., Metro Air

Park/Spa Road, Bannon Street, El Camino Blvd., Richards Blvd., Route 99, and I-80
Downtown Natomas corridor light rail extension of north line from 7th/8th and K Street to Amtrak depot at 5th and H streets, including one light rail vehicle, and extension of north line to 7th and North B Street

In the south corridor add a new 21st street light rail station, build new south light rail line from Meadowview Rd. to Calvine Rd/Auberry Drive

CALTRANS' DISTRICT 3 SYSTEM MANAGEMENT PLAN

Lead: Caltrans

Date: August 1992

Study Period: 1992-2020, usually 20-30 years

Study Area: Caltrans District 3 boundaries, which includes the SACOG region plus five other northern counties.

Purpose: The District System Management Plan (DSMP) is a policy document outlining the district's long range strategies and goals. The DSMP strategies are developed in partnership with regional and local entities.

Description: The DSMP is a primary system planning document for Caltrans and typically reflects the concepts developed in the Transportation Concept Reports . In general, the DSMP contains four major sections which are: Goals and Policies, System Evaluation and Information, Transportation Issues, and District Strategies.

Proposed actions for I-5 corridor: Caltrans has developed a concept, called Interstate 5 Western Bypass for a new north/south transportation corridor that would bypass the downtown core area to address the major bottlenecks through the depressed section of I-5 through downtown Sacramento (during congested commute periods). Essentially, this new concept corridor would branch off from I-5 South of Sacramento, pass near the Sacramento River deep water ship channel or the Yolo bypass, and rejoin I-5 near Woodland. Besides providing relief for the downtown Sacramento portion of I-5, such a corridor could also provide alternative access to the Port of Sacramento. A planning and engineering feasibility study needs to be undertaken before this concept can become a project. A partnership of local agencies, SACOG, and Caltrans will be needed to support and fund such a study.

Focus on implementing TCMs, expand transit and rail, provide intermodal stations, integrated HOV systems, encourage land use decisions, investigate corridor preservation, construct selective highway capacity improvements to relieve localized bottlenecks and congestion.

Actions: Approved by Caltrans management

INTERSTATE 5 TRANSPORTATION CONCEPT REPORT

Lead: Caltrans

Date: April 1997

Study Period: 1996 to 2016

Study Area: The study area includes the length of Interstate 5 through Caltrans District 3. This extends approximately 190 miles from the Sacramento/ San Joaquin county line to the Glenn/ Tehama county line.

Purpose: The Transportation Concept Report (TCR) presents the level of service and facility objectives by segment to maintain an optimal level of service on I-5 (within the District 3 boundary study area) in 20 years, given financial and technical feasibility.

Description: The Transportation Concept Report breaks the study area into 8 segments; where the segments are normally stretches of freeway with similar features for the purpose of analysis. Segments 1 through 6 make up this I-5 study area. The TCR is the initial planning document in the department's system process. TCRs are subject to reviews and comments from Caltrans functional units and from external sources. Previously TCRs were called Route Concept Reports (RCRs). District 3 System Planning staff will update the I-5 Concept Report in a new format developed for what is now known as Transportation Concept Reports (TCR).

General Findings and Conclusions: I-5 carries three to five axle trucks, interregional, and commute traffic. Traffic from the downtown area is generally headed towards the airport. The proposed growth expected in the Woodland area will generate more traffic, with some alleviation necessary.

Recommendations and Status

1. **Recommendation:** The Concept LOS and the Concept facility for each segment represent the departments recommendation for the 20-year planning horizon. The 20-year horizon was 2005 for this TCR. The following table represents the Concept for each of the ten segments in the study area. The TCR recommended consideration of HOV lanes as alternatives for achieving route concept in segments within Sacramento County.

County/ Segment	Post Miles	1996 LOS	Concept LOS (2016)	20-yr. LOS w/o improve- ment	1996 Facility*	Concept Facility (2016)*	ultimate corridor 2016- 2046*
SAC-1	0.0/10.8	C	D	D	4	a	6
SAC-2	10.8/16.9	C	E	E	6	6	8
SAC-3	16.9/27.1	D	E	F	8	10	10
SAC-4	27.1/34.7	D	E	D	6	8/6	8
YOL-5	0.0/7.2	B	D	D	4	4	6
YOL-6	7.2/28.9	A	D	B	4	4	6

* in number of lanes

Actions: Approved by Caltrans management.

PROJECT STUDY REPORT- HIGHWAY 113/INTERSTATE 5 FREEWAY CONNECTION

Date: September 1997

Lead: Caltrans

Study Period: none

Study Area: Interstate 5 and State Route 113 located within City of Woodland boundaries.

Purpose: To study the option of providing direct connection from SR 113 to I-5 for regional traffic movement. The proposed project will provide a direct connection from the northbound directions to the southbound directions which will alleviate the necessary existing usage of local city streets and county roads to make the northbound and southbound connections.

Description: This study's goals are to:

1. Identify alternatives that addresses congestion issue in manner sensitive to other city needs
2. Establish right-of-way reservation needs
3. Identify means to fund and implement the preferred alternative.

A total of 10 alternatives were evaluated. Four alternatives were rejected during the alternative screening process.

Recommendations and Conclusions: Caltrans recommends phasing project developments because of limited availability of funds. The proposal will complete movements in phases and should not create additional confusion for freeway users. Caltrans proposes to carry alternatives 1E and 1C into the NEPA/CEQA Documentation Phase for this project. The Woodland City Council approved Alternative 1E as their preferred alternative. Both alternatives provide medium speed connectors from Northbound I-5 to southbound SR 113 and vice versa. 1E will cost \$33.8 million and 1C is estimated to cost \$25.4 million.

SACRAMENTO METROPOLITAN AREA STUDY

Sponsors: Sacramento Area Council of Governments

Completion Date: December 1989

Study Area: Focused area extends east from the Yolo Bypass to Shingle Springs and extending south from Auburn and East Nicholas to just south of the Elk Grove area.

Purpose: To develop a list of the transportation system improvement priorities needed to meet travel demand projected for the year 2010 based on current land use plans. The study's recommendations are designed to assist local officials in transportation planning during the next several years. Also, it should serve as a forum for the region's planners, engineers, and elected officials.

Description: The study focused on alternative improvements to an established base network for the year 2010. A computer model was used to estimate the traffic conditions resulting from a range of multi-modal transportation alternatives. Different land use scenarios were also analyzed for their impacts. The Policy Advisory Committee for the study included representatives from the affected cities and counties as well as Regional Transit, Caltrans District 3 and the Sacramento Metropolitan Area Air Quality Management District.

General Findings and Conclusions

- Transportation control measures (carpool lanes, flexible work schedules, ramp metering, parking pricing, etc.) are needed to significantly reduce congestion during the peak period. They would require a great deal of time and money and could be unpopular or difficult to enforce.
- Alternative land uses, if implemented on a large scale throughout the metropolitan area, could significantly reduce travel demand
- Alternative Six, a combination of transit extensions, management strategies, and the addition of Routes 102 and 65/148 provided the greatest amount of system-wide relief. Projects relevant to the I-5 corridor include extensions of light rail to North Natomas and Meadowview/Calvine, extension of bus service to the Airport, and adding lanes to I-5 itself.
- A complete list of transportation improvements is needed to incorporate/address environmental issues and impacts of land use development patterns on congestion.

Recommendations and Status

1. **Recommendation:** Local jurisdictions and Caltrans should participate in SACOG's 1989/90 HOV System Study and incorporate these findings into their plans.
Status: There was active public participation in the HOV System Study. Caltrans produced a carpool lane Project Study Report (PSR) on I-80 from Madison to the Placer County line. A PSR consists of the preliminary engineering work on a project which needs to be completed before a project may receive funding from the State Transportation Improvement Program (STIP).

2. **Recommendation:** Cities and counties should amend their general plans to incorporate mixed-use development along the planned and existing transportation corridors to help reduce travel demand.
Status: These ideas were incorporated into the County of Sacramento General Plan (1993).

3. **Recommendation:** Projects in Alternative Six should be advanced to the next appropriate stage of project review and development. All new projects or facilities should be planned as multi-modal corridors (or projects) and designed to maximize transit use, carpooling, walking and bicycling.
Status: The Metro Study led to the Route 102 Feasibility Study. The 1992 RTP included light rail extensions to Roseville and carpool lanes on I-80 from I-5 to Sierra College Blvd. and the I-80/US 50 split to the Solano County line. The current MTP reduces the carpool lane extension from Madison to the Placer County line and does not provide for light-rail extensions along the corridor.

4. **Recommendation:** Recognizing that the Sacramento region is in danger of not attaining federal or state air quality standards, transit and non-motorized transportation facilities and implementation of transportation control measures (TCMs) should be given the highest priority.
Status: There are significantly more transit and non-motorized transportation projects in the current plan and less emphasis on road widening and transit extensions in the region than in the past. Only a limited number of TCMs have received support, however.

5. **Recommendation:** A region-wide study should be conducted to determine the level of mass transit needed to serve the current projected travel demand with level of service results similar to those achieved in Alternative Six.
Status: Such a study has never been conducted.

6. **Recommendation:** The transportation needs of the region should be continually re-assessed with the technical support of local public works and planning officials. In addition to the strategies mentioned above, the review should consider general plan updates, route feasibility studies, the results of RT's System Planning Study for possible light-rail extensions to Roseville and Davis, the results of the Hannigan Rail Study and other relevant transportation studies.
Status: This has become more the case with ISTEA's requirements for cooperative and comprehensive planning along with the multi-modal considerations of major investment studies.

Actions: This study was adopted by the SACOG Board.

HOV SYSTEMS PLANNING STUDY (SYSTAN, INC.)

Date Completed: May 1990

Study Period: to 2010

Purpose: To define the current and future travel demand for carpool lane facilities. To develop, evaluate, prioritize, and estimate the cost of candidate carpool lane projects.

Description: Systan Inc., a consultant, investigated the feasibility of five identified candidate carpool projects. Network-wide impacts of individual projects were considered and cost estimates were prepared for the sake of comparison. For the analysis of impacts to the transportation system, an HOV system planning study model was used to explore traffic conditions for a base case and the planning horizon year of 2010. This model was also used in the SACOG/MTC Strategic Transportation Planning Study. The study made recommendations on the configuration and phasing schedule of future carpool lanes in the Sacramento Metropolitan area. All potential carpool projects were assumed to be created by adding a lane within existing right-of-way.

General Findings and Conclusions

- By 2010, the level of projected congestion in the network is high enough to provide carpoolers a significant advantage in travel time in nearly every proposed project.

The estimated cost of potential flyover ramps and the Richards Boulevard interchange was found to be too great relative to their ability to generate new carpools. Accordingly, these projects were not included in the list of recommended projects. However, a separate connector linking the submerged section of I-5 with the Capitol Mall has been recommended in place of the flyover ramp.

Recommendations

Add carpool lanes on I-5 from the Sacramento Metro Airport to Business 80 by 2004.

Add a direct ramp interchange at Capitol Mall by 2004.

Add carpool lanes on I-5 from Business 80 to SR 160 by 2009.

SACRAMENTO SYSTEMS PLANNING STUDY

Lead: Sacramento Regional Transit District

Date: May 1991

Sponsors: Sacramento Regional Transit District (Consultant: Parsons Brinkerhoff Quade & Douglas, Inc.)

Completion Date: May 1991

Study Area: An area encompassing the Cities of Davis and Woodland to the west, the I-80 corridor out to Loomis to the north, the City of Folsom to the east and the Elk Grove area to the south.

Purpose: “..to provide RT with the basis for a long-term transit development plan..to qualify one or more transportation alternatives for advancement into UMTA’s alternative analysis/draft environmental impact statement (AA/DEIS) phase..to identify transportation alternatives that, although not eligible for federal funding, can be considered for implementation with local and state funding.”

Description: This study evaluated potential transit alternatives for the metropolitan Sacramento area with a 2010 horizon. Specifically developed for use in the study, the RT Systems Planning Model was used to evaluate eight alternative measures for increasing transit patronage and reducing congestion and air quality problems in the region. The alternatives included “no-build,” expanded bus use, busway/carpool lanes, commuter rail from Auburn to Davis, and four light rail options. The first two light rail options included extensions of the current system and an extension in the south corridor. The last two options included longer extensions of the current system along with new spurs to the Elk Grove, Natomas-Airport, a Cal Traction corridor, and a Greenback-Sunrise corridor.

General Findings and Conclusions: Preservation and acquisition of right-of-way corridors needs to begin now as the costs to do so will only escalate in the future and private development could eventually preempt the available land.

- Of the eight transit alternatives examined, the first two light rail alternatives and the busway/carpool lane additions netted the largest projected increase in transit ridership, improving upon the expanded bus alternative by up to 9%.
- Due to its high operating costs and the likelihood of light-rail extension to Antelope Road, commuter rail service at peak hours from Sacramento to Auburn seems impractical unless used as an interim service before construction of the extension. Commuter rail service from Sacramento to Davis may make sense if the contemplated light-rail extension to Davis is deferred because of unpromising patronage projections.

- The cost effectiveness of the I-80 corridor light-rail extension to Roseville was \$12.61 per new rider limit, slightly above the \$10 figure normally accepted by UMTA as a maximum for advancement to the Alternative Analysis/DEIS phase.
- Ridership for light rail to Davis would not be any greater than the expanded bus alternative. The trip times are not increased by this option.
- Concentrating more future employment in downtown Sacramento (the hub of the regional light rail system) and locating more future residential development near light rail stations would increase use of the light rail system.
- If the region continues to suburbanize as it has, the desired shift from individual automobile use to public transit, carpool and vanpool use will not occur -- even with an expanded light rail system and even with the better land use planning -- unless additional changes designed to increase transit and carpool use are also made.

Recommendations and Status

1. **Recommendation:** Acquire from the Southern Pacific Transportation Company and other owners the land required to extend light rail to the Roseville Parkway.
Status: This right-of-way has not been secured. Plans for this light rail corridor appeared in the 1992 SACOG RTP and the 1993 MTP; however, due to a poorer funding outlook for transportation projects and changing Regional Transit priorities, the proposal was not included in the 1996 plan.
2. **Recommendation:** Work with the City of West Sacramento to create a median down West Capitol Avenue to accommodate a future 2-track light rail system with connections to downtown Sacramento, if the city intensifies development along that corridor.
Status: The City of West Sacramento currently has plans to intensify development on the eastern portion of the corridor with offices and high-rise residential uses built out by 2020.
3. **Recommendation:** If development projects north of I-80 in the Downtown/Sacramento/Natomas Airport Corridor are approved, a right-of-way along Truxel Road is recommended to downtown to potentially be used as a light-rail extension. Otherwise, a right-of-way along I-5 is recommended.
Status: Development of North Natomas is projected to begin in earnest after 2005 and continue through 2020 as the major growth area for the City of Sacramento.
4. **Recommendation:** Higher residential and commercial densities should be encouraged around light rail stations. Land use policies should be reviewed with the intent of increasing the portion of new growth locating in downtown areas. Potential infill and redevelopment locations, particularly along planned future light rail lines and major bus corridors should be identified.
Status: Sacramento County has a policy to encourage transit-oriented development along transit and light rail corridors. The City of Sacramento intends to revitalize the "R" Street corridor along the light rail line with high-density mixed uses. A concentration of

residential and office uses is also planned for the redevelopment of the Southern Pacific/Richards area.

5. **Recommendation:** Implement demand management strategies such as parking restrictions, carpool and transit incentives, telecommuting, and flexible work schedules. **Status:** Parking restrictions have not been politically palatable in the region outside of downtown Sacramento. Employers continue to provide parking subsidies to their employees. Telecommuting and flexible schedules are not widespread. To encourage transit usage and increased vehicle occupancy, a carpool lane is currently planned on I-80 from Longview Drive to the Placer County line. There will be increased incentive to use carpool/busway lanes and light rail as congestion worsens along the corridor.

Actions: This study was accepted by the Regional Transit Board.

THE 2010 SACRAMENTO CITY/COUNTY BIKEWAY MASTER PLAN

Sponsors: City and County of Sacramento

Completion Date: August 1991

Study Period: to 2010

Study Area: Sacramento County

Purpose: To develop a comprehensive plan which will meet the needs of all bicyclists.

Description: The plan sets design standards for the various bikeway classifications and analyzes the implementation and maintenance costs associated with each. A random sample survey, sampling both county and city residents, was conducted to gather citizen input on bicycle planning and to assess the potential demand for bicycle facilities in the future. A 20-year project list and potential funding sources are included in this document.

General Findings and Conclusions

- The survey found that 70% of all City/County residents participate in bicycling to some extent.
- The most important destinations for bicyclists were parks and schools.
- 79% of the respondents knew where the designated bikeways were in their communities.

Recommendations and Status

1. **Recommendation:** Various classes of bicycle projects, including many Class I (Bike path) facilities along sloughs and irrigation ditches, are proposed to provide connection from the North and South Natomas area to the American River Trail and downtown. Other projects are proposed local roads within the I-5 corridor which provide for better and safer connectivity for bicyclists.

Status: The MTP incorporates, by reference, as much of this plan as funding permits.

Actions: This study was accepted by both the Sacramento City Council and the County Board of Supervisors.

WEST SACRAMENTO PUBLIC TRANSIT IMPROVEMENT STUDY

Sponsors: Yolo County Transit Authority (Consultant: Wilbur Smith Associates)

Completion Date: December 1991

Study Area: The City of West Sacramento and downtown Sacramento

Purpose: To identify short- and long-range public transit capital needs and operating improvements which will support West Sacramento's projected population and employment growth, provide reasonable alternatives to the single occupant vehicle, help meet California air quality regulations, build up corridor-wide transit patronage in advance of proposed light-rail extensions in West Sacramento, and provide coordinated feeder bus service to proposed light rail and commuter rail service in the I-5 corridor.

Description: An "on-board" transit survey was conducted to understand the needs of present patrons of bus service in West Sacramento. Additionally, potential transit service needs of non-riders were identified through a telephone interview survey, an intercept survey, and an employee survey. Potential transit needs, projected for 1995, 2000 and 2010 were based on the survey results, planned development, and transportation system changes.

General Findings and Conclusions

- If development occurs as projected, transit patronage demand could increase by fifty percent by 1994, by three-fold by 1997, and by between five- and ten-fold by 2002. A substantial portion of West Sacramento is currently under serviced by transit, including a number of existing activity centers.
- With projected levels of development, refinements to existing routes, more frequent headways, new service to developing industrial and residential areas not currently served, and improved coordination between regional bus and light rail service will be required to provide adequate levels of service. These improvements will require increased public subsidies.

Recommendations and Status

1. **Recommendation:** Provide additional direct service to downtown Sacramento. Expand and increase the frequency of local West Sacramento service to accommodate expanding employment at the Riverpointe Business Park, Lighthouse Marina, Southport, Port Industrial Park, and possibly Raley's Landing and the Triangle development area.
Status: Residential and employment growth in West Sacramento has not occurred as originally projected when the city was first incorporated. The proposed developments are still all expected to take place, only at a more gradual pace and over a longer time-horizon. The recommended transit improvements will be needed as these projects are fully implemented between now and 2020.

2. **Recommendation:** Develop intercity/commuter rail station at I-80, south of Reed Avenue to support Capitol Corridor and Placer Commuter Rail service.
Status: Although rail service to the Bay Area from Sacramento is planned to increase, no plans currently exist for adding a rail station in West Sacramento. Also, an additional stop may be considered prohibitive to maintaining reasonable travel times along the route. Commuter rail service from Placer County is currently only planned as far as downtown Sacramento, although it was proposed to as far as Davis in the 1992 SACOG RTP.
3. **Recommendation:** Establish light rail passenger service to Southport from the Riverpointe Center Transit Center in 2000. Extend light rail west from downtown Sacramento along West Capitol Avenue after 2010. Provide adequate feeder bus service to the rail stations.
Status: Light rail service to Southport has not been proposed in any of SACOG's RTPs or MTPs. Residential development in Southport is not expected to be extensive until after 2005. Light rail extensions down West Capitol Avenue were also recommended in the Sacramento System Planning Study completed by the Sacramento Regional Transit District in the spring of 1991.

Actions: This study was accepted by the Yolo County Transit Authority.

REGIONAL TRANSIT'S TRANSIT MASTER PLAN

Sponsors: Sacramento Regional Transit District

Completion Date: October 1993

Study Area: Regional Transit's Service District

Purpose: To lay out a twenty-year strategy for the aggressive development of public transportation in full coordination with local general plans and to give the public an understanding of the indispensable role which public transportation must play if the area is to accommodate growth without sacrificing many of the urban and environmental qualities which its citizen's value.

Description: The plan, based on the findings of the RT Systems Planning Study, outlines long-range service expansion for transit and includes capital infrastructure and financing requirements and strategies. The plan also addresses land use integration concepts in the overall creation of service design.

General Findings and Conclusions:

- Conclusions in this document are based upon and similar to the conclusions of the Sacramento Systems Planning Study.

Recommendations and Status

1. **Recommendation:** By 1999, extend the north light rail line to Antelope Road along with coordinated bus service; enhance bus service in the Rio Linda and downtown/Richards Blvd. areas.
Status: Although this light-rail extension appeared in the 1993 MTP it was dropped in the 1996 MTP due to a poor revenue outlook for transportation projects.
2. **Recommendation:** By 2009, extend light rail to the Roseville area and the downtown/Natomas/ Richards Boulevard area; add coordinated bus service to those areas.
Status: Light rail is to be extended to the proposed Southern Pacific intermodal terminal by 2007 in the 1996 MTP.
3. **Recommendation:** By 2019, extend light rail along the Davis corridor and out to Sacramento International Airport from downtown Sacramento.
Status: The current MTP only outlines potential programming to the year 2015. Since large-scale development of North Natomas is likely from 2005 on, the extension to the airport might become justifiable by 2020. A rail extension to Davis, on the other hand, did not prove cost-effective in either the Yolo County Transit Study Strategic Plan or the Sacramento Systems Planning Study when compared to express bus usage along the same corridor.

Actions: The Regional Transit Board adopted this plan.

YOLO COUNTY TRANSIT STUDY; STRATEGIC PLAN FY 1999/2000 - FY 2014/2015

Sponsors: Sacramento Area Council of Governments, Yolo County Transit Authority, Unitrans and the City of Davis (Consultant: Nelson\Nygaard Consulting Associates)

Start Date: FY 93/94

Completion Date: June 1994

Study Area: Transit markets in the County of Yolo and the Cities of Davis, Winters, and Woodland (West Sacramento was covered in the West Sacramento Public Transit Improvement Study from December 1991).

Purpose: To determine what types and levels of services are possible given the County's long-term transit needs and the level of funds likely to be available over a fifteen year time frame.

Description: The study examines three different funding scenarios, 1) the status quo, 2) moderate growth and 3) high growth. For each scenario, service improvements are recommended for Yolobus, Unitrans, and for the County's paratransit services. The analysis of improvements in the plan is based on long-term travel demands as identified in the SACOG travel model.

General Findings and Conclusions

- Transit travel demand between Davis and West Sacramento is expected to more than double by 2010. This is primarily due to growth in West Sacramento.
- Overall demand between Davis and downtown Sacramento is expected to grow 40 percent between 1990 and 2010. Commute trips will grow by 49 percent.
- Under the moderate funding scenario considering only the use of buses, Route 42 could run every 15 minutes during peak hours, every 30 minutes off-peak and every hour on weekends and evenings.
- Under both the moderate and high growth scenarios, rail can be considered; however, this study does not provide a finding that such a service would be feasible. The line would link Davis with West Sacramento and downtown Sacramento. Bus service would remain much as it currently exists, but Route 42 and express buses would likely be discontinued.

Recommendations and Status

No recommendations are made by this study.

Actions: This report was accepted by both the SACOG and Yolo County Transit Authority Boards.

NORTH NATOMAS FREEWAY-RELATED IMPROVEMENTS

Sponsors: City of Sacramento (Consultant: Kittleson & Associates, Inc.)

Completion Date: August 1994

Study Area: Area to the north of I-80 between West El Camino Avenue and Northgate Boulevard interchanges and extending north to Elkhorn Boulevard.

Purpose: To determine whether freeway and interchange improvements established in a prior study are still sufficient and to produce a comprehensive 20-plus year freeway system improvement and implementation plan.

Description: This report was prepared to address the freeway-related needs of the circulation and land use changes contained in the 1994 North Natomas Community Plan. The SACMET model was used in the production of travel forecasts for analysis. Study participants included representatives from Sacramento County, Caltrans, and SACOG.

General Findings and Conclusions

- The highest mainline freeway volume is expected on I-5 just south of I-80 with a projected demand of nearly 200,000 vehicles per day (VPD).
- I-80 is projected to experience volumes ranging from a low of 110,000 (between W. El Camino and I-5) to a high of 180,000 VPD east of Northgate Boulevard.

Recommendations and Status:

1. **Recommendation:** Add one additional lane in each direction to I-80.
Status: Such lanes are included in the 1996 MTP, designated specifically as HOV.
2. **Recommendation:** A lane should be added to I-5 from south of I-80 to north of Highway 99.
Status: An auxiliary lane is to be added on I-5 between I-80 and North Market Boulevard by 2010 as designated in the 1996 MTP.
3. **Recommendation:** The El Camino/El Centro interchange should be expanded to a four lane overcrossing.
Status: No improvements are currently planned for this interchange.
4. **Recommendation:** A new east-northbound ramp is needed at the I-5/I-80 interchange.
Status: This improvement is not included in the 1996 MTP.

Actions: The City of Sacramento and Caltrans have made a cooperative agreement to implement these plans.

RT BLUE RIBBON CITIZENS' COMMITTEE ACTION REPORT FOR REGIONAL TRANSIT

Sponsors: Sacramento Regional Transit District

Completion Date: October 1995 (Draft)

Study Area: RT Service District

Purpose: To analyze current and future issues facing the Sacramento community with respect to its public transportation system and to report back to the Board with recommendations for appropriate strategies to deal with those issues identified.

Description: The Blue Ribbon Citizens' Committee was comprised of a broad range of community representatives. Elected officials were not invited. Subcommittees studied the issues of transit needs, transit organization, and transit funding for the 20-year horizon. Future transit needs were analyzed under four different scenarios; including consideration of concentrated commerce in downtown Sacramento with mass transit favored and unfavored, the alternative of several regional centers of employment instead of one and continuation of the status quo.

General Findings and Conclusions

- There appears to be a general public recognition of the need for an adequate and expanded bus and light rail system for the Sacramento region; however, this is tempered by a sense that transit should only be provided to the extent it is needed (i.e. utilized) and only to the extent that revenue sources are available to support it.
- There is a need for permanent transportation infrastructure: stations, lines, routes, tracks, etc., which will then attract the densities that help assure the viability of the system. If we place our fixed transportation infrastructure first, then the development will follow in densities and uses that support the transportation system.
- Committee members were surveyed on the need for expanded transit services and service from Roseville and the airport/Natomas/North Sacramento areas to downtown were identified among the top 5 priorities.

Recommendations and Status

1. **Recommendation:** Explore cost-effective outlying commuter services to Roseville and Metropolitan Airport including the feasibility of utilizing existing rail lines and the purchase or lease of new equipment OR instituting express bus service utilizing carpool freeway lanes, whichever provides the most cost-effective service.

Status: A commuter shuttle currently exists from Roseville through downtown Sacramento but is subject to the traffic conditions that currently exist on I-80. No light-rail extensions are planned in the 1996 MTP to either Roseville or the airport.

Actions: The final version of this report has not yet been completed.

SACRAMENTO COUNTY CONGESTION MANAGEMENT PROGRAM

Sponsors: Sacramento Transportation Authority (STA)

Completion Date: 1995

Study Area: Sacramento County

Purpose: The objective of the CMP, as required by state legislation, is to integrate the planning process for transportation into land use and air quality planning. The CMP sets mobility standards on a designated network of roadways and transit systems. The CMP also includes a list of transportation projects from which the MTIP will be developed.

Description: STA prepared the first CMP in 1991. It was a cooperative effort between STA, the local jurisdictions, and Caltrans. The CMP was updated in 1993 and again in 1995. The CMP was supposed to be updated every two years, however 1995 was the last update. This was due to a change in the legislative mandate of the STA.

The CMP includes the following elements:

- An element defining the CMP transportation system and identifying level of service standards,
- A transit standards element,
- A program for analyzing the impacts of land use decisions
- A capital improvement program.

General Findings and Conclusions: The nature of the plan is to set standards and identify projects to complement those standards. No findings were made.

Recommendations and Status

1. **Recommendation:** Construct bikeways included in the City/County Bikeway Master Plan.
Status: This recommendation is included in the MTP. Bicycle projects are expected to be implemented throughout the term of the plan.
2. **Recommendation:** Construct an interchange with I-80 at Truxel Road.
Status: This project is expected to be complete in 1997.
3. **Recommendation:** Add an auxiliary lane on I-80 from Truxel Road to Northgate Boulevard.
Status: This project is expected to be complete in 1997.
4. **Recommendation:** Construct new light rail transit line to downtown intermodal terminal.
Status: This project is expected to be complete in 1998.
Actions: This program was accepted by STA.

NORTHEAST AREA TRANSPORTATION STUDY (NEATS)

Sponsors: City of Sacramento

Completion Date: May 1998

Study Period: 10 years (1998-2008)

Study Area: An area stretching north to West El Camino Avenue, east to the Capitol City Freeway, south to “J” Street and west to I-5.

Purpose: To comprehensively examine a number of transportation infrastructure improvements within the study area.

Description: The project is in its infancy, but several possible improvements have been identified for inclusion in the study. Comprehensive transportation study of transportation needs in Northeast Sac area. One year study where a Stakeholders Working Group (SWG) was compiled to identify and prioritized transportation projects to solve the areas transportation problems.

Findings and Conclusions: The main transportation problems for this area lie with inadequate and limited infrastructure to provide more and direct access and inconvenient access to alternative transportation modes. Flooding occurs in some areas.

Priority projects decided by the SWG:

- 1 Richards Blvd. Extension
- 2 Railyards Access Road
- 3 Richards Blvd Widening from 7th to 12th Streets
- 4 Gateway Blvd. Extension
- 5 Reconstruct intersection at 12th and North B Streets
- 6 Exposition Blvd/SR 160 interchange
- 7 Richards Blvd./I-5 interchange improvements
- 8 Richards/SR 160 interchange
- 9 Raise Northgate Blvd. NEMDC to SR 160

YOLO COUNTY CONGESTION MANAGEMENT PROGRAM

Lead: Yolo County Transit Authority

Date: July 24, 1991

Study Area: Yolo County

Purpose: To improve planning and the decision making relationship between land use, transportation, and air quality.

Description: YCTA to prepare, adopt, and monitor the CMP. Adopt a long range program to analyze impacts of landuse decisions made by local jurisdictions on regional transportation systems. County wide congestion management program.

Recommendations and Status

Rec: Improve I-5 interchange at County Road 102.

YUBA/SUTTER TRANSIT PLAN

Lead: SACOG

Date: April 20, 1998

Study Area: Yuba and Sutter Counties

Study Period: 1998-2003

Purpose: Afford the leaders and transportation providers of the area an opportunity to take and in-depth look at the transit system currently in place, identify optimal manner in which transit can meet the public's needs within this dynamic area, and carefully identify where transit resources as a whole should be devoted over the next five years.

Description: Study includes demographic factors, and recent operating history of Yuba-Sutter Transit and other transit service providers in the study area, transportation needs, service, capital, institutional, and financial alternatives. Short range transit and implementation plan.

Recommendations: If the downtown trolley program becomes permanent element of the region's public transportation network, the operating plan should be reviewed to coordinate with the fixed-route Yuba-Sutter Transit Services. Use larger vehicles for midday service in Sacramento.

NORTH NATOMAS COMMUNITY PLAN

Lead: City of Sacramento

Date: May 3, 1994

Study Period:1994-2017

Purpose: This is a basic study on the physical development of the North Natomas area of the City of Sacramento. The community plan is a refinement of the goals and objective of the General Plan.

Description: The plan is divided into four sections : 1) Land Use, 2) Circulation, 3) Community Services and Facilities, and 4) Implementation. The land use section describes the land use designations, outlines the acreages designated for each land use type, and includes a section on each primary land use type. The circulation section gives an overview of the circulation network including streets, transit system, and pedestrian/bikeways. This section also addresses transportation systems management, air quality, and parking management goals. The community services and facilities section outlines various services and facilities that promote the quality of life for all citizens. The section also includes public and private civic uses, as well as public services and facilities. The implementation section describes the actions and procedures required to implement the plan. It describes implementation objectives and outlines a strategy for infrastructure phasing and financing.

North Natomas is designated in the City's General Plan to be the major growth area for new housing and employment activities. They are trying to minimize the impact on South Natomas and are constrained by:

1. Area needs (protection from floods)
2. financing plan
3. infrastructure
4. Previously developed HCP.

General Findings and Conclusions: Fourteen neighborhoods are proposed (1,500- 3,000 dwelling units). There is a balance of different housing types, prices, open space, convenient access, etc. to maintain a favorable jobs/housing ratio. Transit to include six light rail and bus stations.

The area is looking at a new urban form and will integrate a mix of residential, employment, commercial, interdependent on transit.

A town center will be at the heart of each community. Employment centers will be located at light rail stations and along freeways.

SACRAMENTO METROPOLITAN AIRPORT TRANSIT ACCESS STUDY

Lead: Sacramento Area Council of Governments

Date: July 1992

Purpose: In preparation for future growth and in response to current growth, the Department of Airports decided that an evaluation of additional ground access alternative for traveling to the airport should be undertaken.

Description: Study surveyed patrons and employees at Metro Airport.. The surveys (designed and conducted by J.D. Granz Research under contract to SACOG) were primarily intended to determine how employees and patrons travel to the airport, and what their levels of interest are in alternative modes of transportation. The survey responses were also used to examine employee and patron characteristics. Trip origin and work schedules were recorded for employees. Develop a “profile” of employees and patrons can provide insight into the types of travel alternatives that would be most effective.

General Findings and Conclusions: Activity at the Sacramento Metropolitan Airport has been increasing dramatically in recent years. Expansions of the airport facilities are planned including the construction of a third terminal. The overwhelming majority of patrons and employees get to the airport in their own vehicles, typically alone. Both patrons and employees arrive and depart at all hours of the day and night. The surveys also shows that there is considerable resistance to the use of alternative models of travel.

Generally, there are varied schedules, widely dispersed origins, and a general lack of interest in transit by both patrons and employees would make such a service cost effective. Only approximately one-third of patrons and employees indicated that they would probably or definitely use transit to get to the airport (potential for large market). There is NO indication of an area that could be targeted or where transit could be easily implemented. Incentives to reduce trips and to encourage use of alternative modes need to be developed.

YOLO COUNTY SHORT RANGE TRANSIT PLAN

Lead: Sacramento Area Council of Governments

Date: October 1997

Study Period: Short range

Purpose: Examines Yolobus' network of local and regional services in West Sacramento and develops both short- and long-term conceptual service ideas. Analyzes connectivity issues between local and intercity services and between bus and rail systems. Identifies funding opportunities for Yolobus and Unitrans to maintain and enhance transit services.

Description: Develops a strategic planning framework for the newly created Yolo County Transportation District.

Recommendations: Improve bus route services of Yolobus and Unitrans.

AIRPORT EXPANSION, REQUIREMENTS, AND 83-SPA-3 LAND USE MASTER PLAN UPDATE SACRAMENTO METRO AIRPORT

Lead: County of Sacramento

Date: December 1996

Study Area: Sacramento Metropolitan Airport

Purpose:

Description: Third in a series of four interim reports on the long-range master plan update for the Sacramento Metropolitan Airport. Includes an assessment of the long-term (post 2005) potential of the Sacramento Metropolitan Airport as a major regional hub for both passenger and cargo airlines, the public benefits of a major regional hub, and recommendations for a near-term plan and subsequent supporting actions that should be undertaken by the County of Sacramento to ensure and preserve potential options.

Findings

- 1 The east runway, East Terminal, and roadway projects currently being developed will support the forecast air traffic levels through 1995, and can be easily expanded to accommodate the Sacramento regions traditional origination/destination air service activity through 2005.
- 2 The airport's location, strong regional market base, and current absence of land use and noise constraints will eventually make it an attractive location for both passenger and cargo hubbing airlines.
3. The existing airport boundaries do not allow for an additional runway or runways that could be required to accommodate hub air service without eventual congestion and delays.
- 4 As a result of the accelerating urbanization of the formerly open lands surrounding the airport, the permanent land uses in the airport environs will soon be established, limiting the county's options for subsequent major changes to the airport's character, size and boundaries.

Recommendations

1. To complete the east runway, east unit terminal, and related terminal area improvements designed to accommodate forecast air traffic activity through 1995, and further expand these facilities when required to accommodate air traffic activity through 2005.
2. Construct recommended moderate roadway and infrastructure improvements in the south sector of the airport to accommodate general aviation and airport support facilities expansion required through the year 2005
3. Preserve indefinitely (beyond the year 2005) the existing 600-acre north-midfield on-Airport site for a major passenger airline transfer terminal and prohibit additional interim or temporary facilities from being developed on this site.

4. Acquire and preserve indefinitely (beyond the year 2005) the existing 1,920-acre parcels of land adjoining the western boundary of the airport for the potential development of an additional runway, or runways, major airline cargo transfer terminal, and airline maintenance facilities.
5. Coordinate with appropriate planning jurisdictions and land owners the potential connection of aviation facilities permitted in the special planning area (SPA) to the Airport via the recommended taxiway system. Concurrently, negotiate agreements specifying the land owners' payment of construction, maintenance, operation, security, and insurance costs, and commensurate airport user charges.
6. Coordinate with appropriate planning jurisdictions regarding the recommended alignment of a specifically limited service road connecting the airport with the SPA lands to the east. Also, coordinate the discontinuation of Elverta Road to allow major northern expansion of the airports runways to safely accommodate future increases in traffic, and more long distance flights.
7. Review and adopt the recommended airport master plan for the near term and for the 2005 and future period as the specific layout plan for the airport, incorporating all of the recommendations summarized above.
8. Reserve sites for future passenger terminal facilities.

DRAFT INTERIM REPORT 1- MASTER PLAN UPDATE SACRAMENTO METROPOLITAN AIRPORT

Date: May 1986

Study Area: Sacramento Metropolitan Airport

Lead: County of Sacramento

Purpose: Discusses forecasts of aviation demand for Sacramento Metropolitan Airport. The forecasts are set forth for FY 1990, FY 1995, and FY 2005, for use as a point of departure: 1) In determining short-, mid-, and long-term requirements for airport facilities, and 2) In preparing short- and long- term noise exposure contours for the airport that are required for evaluation of off-airport land use planning decisions.

Description: The forecasts represent a major update of earlier forecasts prepared in 1976. Presents updated information on population and economy forecasts and historical and forecast airline traffic.

Because Sacramento is basically a passenger origin-destination market, with little connecting passenger traffic, the growth trend in passenger enplanements responds primarily to growth in the economy of the Sacramento Region. Government business and expansion of the region's population are the principal forces behind airline traffic growth. Future commuter enplanements are expected to increase at an average rate of about 4.4% a year, to 210,000 in FY 2005. The commuter share of total enplanements is forecast to level off at about 6%, because a number of the markets now served exclusively by commuters are expected to expand to a point where they attract new service by airlines using aircraft with more than 60 seats.

COUNTY OF YOLO BIKEWAY PLAN

Completed Date: January 5, 1993

Purpose: To set forth goals and policies, action, and financial elements of a County-wide bicycle facility system to respond to identified needs. To formulate a long-range, comprehensive, and consistent policy guide for achieving a County-wide bikeway network.

Description: Update of the 1982 bikeway plan, which is an update of the 1974 Master plan of bikeways for the county. Specific policies and suggested actions are described, as further guides for future action. The plan will serve as a guide in programming future construction projects as funds become available, as a guide to condition future development, as an aid in obtaining project funding, and as a guide in determining pavement width in roadway rehabilitation projects.

Goal: To provide for and encourage development of an integrated system of bikeway facilities that would provide safe convenient travel.

I-80 CORRIDOR STUDY AND INVESTMENT STRATEGY

Lead: Caltrans, Placer County Transportation Planning Agency, Sacramento Area Council of Governments

Date: July 2000

Study Period: 1997 to 2010

Study Area: I-80 freeway and a corridor one mile on either side of freeway from Davis to Colfax, CA.

Purpose: Examine ways to relieve congestion within the I-80 Corridor.

Description: This major investment strategy study examined the problems and potential remedies for congestion within the I-80 Corridor.

Recommendations: Improvements to the light rail system, including double tracking and express rail service between downtown and Watt Ave./I-80. Continue and expand bus service to Sacramento International Airport. Construct bike crossing facilities of I-80 from North to South Natomas, including potential facilities near the West Drainage Canal, Truxel Blvd., or Northgate Blvd. Also includes various roadway widening projects such as on Richards Blvd between North 7th and North 12th Streets. Other projects include implementing smart-corridor technology, bicycle/pedestrian improvements to the Tower Bridge, interim extension of the North light rail line from 7th/8th Streets and K Street to the Amtrak Depot at 5th and H Streets.

Actions: Approved by SACOG Board of Directors. PCTPA Board of Directors to Approve at their August 2000 meeting.

GENERAL PLANS:

Woodland: late 1995 or early 1996

Yolo County June 1991

Sac County December 1993

**Sacramento Area Council of Governments
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