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INTELLIGENT TRANSPORTATION SYSTEMS STRATEGIC DEPLOYMENT PLAN



# Task 1.1

## ITS Existing Conditions Report

*Prepared for:*



*Prepared by:*



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# TABLE OF CONTENTS

## DRAFT – ITS EXISTING CONDITIONS REPORT

<b>1. INTRODUCTION .....</b>	<b>1</b>
<b>1.1 Strategic Deployment Plan Background.....</b>	<b>1</b>
<b>2. EXISTING CONDITIONS REFERENCES.....</b>	<b>3</b>
<b>3. COMMON ISSUES.....</b>	<b>5</b>
<b>APPENDIX A – EXISTING CONDITIONS SUMMARIES.....</b>	<b>6</b>
<b>APPENDIX B – ITS PROJECT INVENTORY .....</b>	<b>72</b>

## 1. INTRODUCTION

This report is the output for *Task 1.1: Existing Conditions Summary Report* of the Sacramento Council of Governments (SACOG) Intelligent Transportation Systems (ITS) Strategic Deployment Plan. It contains an evaluation summary of numerous existing plans and studies of local and regional agencies in the Sacramento Region. The existing plans and studies often contain valuable recommendations or strategies for growth that could benefit from the addition of advanced technology. The Existing Conditions Summary Report contains a summary of key recommendations from each plan or study that pertain to land use and circulation (transportation) growth issues.

### 1.1 Strategic Deployment Plan Background

This Strategic Deployment Plan replaces the 1996 Early Deployment Plan and updates the Sacramento ITS Regional Architecture which was completed in 2001. This Strategic Deployment Plan will incorporate work completed since the Early Deployment Plan was released. The project addresses the current USDOT Rule and Federal Transit Administration Policy for National ITS Architecture, and provides the additional required detail in the following areas: new subsystems, operational concept, system functional requirements, system interfaces, project sequencing, and agency operational agreements. The Strategic Deployment Plan will bring the Sacramento region into full compliance with Architecture requirements; provide a vision for ITS; outline a program of low, medium and high priority projects; identify a funding strategy; and establish a plan for managing, integrating and operating the ITS elements in the region that are to be implemented over a designated planning period.

The Strategic Deployment Plan will also incorporate and build upon recent efforts by various local agencies and SACOG which demonstrate the importance of *land use in planning* for future transportation improvements, and the interrelation between land use and circulation. This Strategic Deployment Plan will represent a first effort to integrate ITS planning and ITS project deployment strategies within the broader transportation and land use planning efforts. The Strategic Deployment Plan will also address ways in which advanced technologies can improve mobility and air quality in the region.

The individual elements of the Strategic Deployment Plan project are listed on the following page. The items in bold have been completed or are part of the current deliverable. Throughout the project, many sections will be completed as separate deliverables. When combined, the Strategic Deployment Plan will culminate in a comprehensive, usable document to guide future ITS deployment in the region.



## SACOG ITS Strategic Deployment Plan Project

### **TASK 1: DEVELOP OUTREACH PROGRAM**

- **TASK 1.1: EXISTING CONDITIONS SUMMARY REPORT**
- **TASK 1.2: DEVELOP OUTREACH PLAN**

### TASK 2: PLANNING PROCESS

- TASK 2.1: GAP ASSESSMENT
- TASK 2.2: REFINE ITS VISION
- TASK 2.3: MARKET PACKAGES
- TASK 2.4: UPDATE REGIONAL ITS ARCHITECTURE

### TASK 3: STRATEGIC DEPLOYMENT PLAN

- TASK 3.1: PROJECT SEQUENCING
- TASK 3.2: AGREEMENTS
- TASK 3.3: STRATEGIC DEPLOYMENT PLAN REPORT
- TASK 3.4: EXECUTIVE SUMMARY

### TASK 4: MAINTENANCE PLAN

- TASK 4.1: MAINTENANCE PLAN



## 2. EXISTING CONDITIONS REFERENCES

Thirty-nine documents were reviewed to provide background for the Strategic Deployment Plan, to provide an update since the Early Deployment Plan was released, and to strengthen the connection between land use and transportation. **The documents are listed below, along with their dates of publication. In Appendix A, each document is summarized by its agency, main purpose, and recommendations.** For consistency, content is taken directly from the source document with representative recommendations chosen from each document typically pertaining to land use and transportation concerns. For quick reference, URL addresses appear where the document is available on the internet. Depending on the type of publication (for example, a General Plan vs. an ITS Master Plan), the documents also contain differing levels of granularity and detail depending on the document’s purpose. Documents for areas adjacent to SACOG’s jurisdiction but deemed to have or potentially have effects on this SDP are also included (for example, the Bay Area Regional ITS Plan).

ITS projects listed in these documents are listed separately in the Project Inventory in **Appendix B**. They are categorized according to three categories: Existing, Planned (potential projects recommended for implementation), and Programmed (projects with allocated funding awaiting implementation). These projects will be incorporated into this Strategic Deployment Plan.

### List of Background Documents for this SACOG ITS Strategic Deployment Plan

Report	Date	General Category	
		Land Development	Transportation
SACOG Blueprint Transportation/Land Use Study	Dec 2004	▪	▪
SACOG Metropolitan Transportation Plan 2025	May 2002	▪	▪
<b>City and County General Plans</b>			
City of Citrus Heights General Plan	Nov 2000	▪	▪
City of Davis General Plan	May 2001	▪	▪
City of Elk Grove General Plan	Jan 2005	▪	▪
City of Isleton Comprehensive General Plan and Environmental Impact Report	Sept 2000	▪	▪
City of Lincoln General Plan – Goals and Policies Report	Sept 2003	▪	▪
Town of Loomis General Plan	2001	▪	▪
City of Placerville General Plan Policy Document	Jan 1989	▪	▪
City of Rancho Cordova General Plan	Aug 2004	▪	▪
City of Rocklin General Plan	Apr 1991	▪	▪
City of Roseville General Plan	1992	▪	▪
City of Sacramento General Plan	2004	▪	▪
City of South Lake Tahoe General Plan	Apr 1999	▪	▪
City of West Sacramento General Plan	2000	▪	▪
City of Woodland General Plan	2002	▪	▪

**List of Background Documents for this SACOG ITS Strategic Deployment Plan (continued)**

Report	Date	General Category	
		Land Development	Transportation
<b>City and County General Plans (continued)</b>			
Yuba City General Plan	Apr 2004	▪	▪
El Dorado County General Plan	Jul 2004	▪	▪
Placer County General Plan Update	Aug 1994	▪	▪
Sacramento County General Plan	Dec 1993	▪	▪
Sutter County General Plan	Nov 1996	▪	▪
Yolo County General Plan	Jul 1993	▪	▪
Yuba County General Plan	Dec 1996	▪	▪
<b>Transportation and ITS Plans</b>			
Sacramento Transportation Area NETWORK (STARNET) Needs Assessment	Nov 2001		▪
City of Elk Grove ITS Master Plan	Nov 2004		▪
Sacramento Regional ITS Architecture	Jun 2001		▪
Placer Parkway Interconnect Project	Jan 2000	▪	▪
Elk Grove – Rancho Cordova – El Dorado Connector Concept Plan	Aug 2004	▪	▪
Sacramento Exploratory Process	1998	▪	▪
San Joaquin Valley ITS Strategic Deployment Plan	Sept 2001		▪
Tahoe Gateway ITS Strategic Deployment Plan	2002		▪
Tahoe Basin ITS Strategic Deployment Plan	Mar 2003		▪
Bay Area Regional ITS Plan	Jun 2004		▪
Regional Street Network and Address Database System Architecture and Design	Feb 2002		▪
Regional Transit Multi-Corridor Study – System Expansion and Phasing Strategy	Jun 2001		▪
California Statewide ITS Architecture and System Plan	October 2004		▪

### 3. COMMON ISSUES

Among the reports above, prevalent general themes include the following:

- Encourage mixed use developments, “village concept” developments, transit-oriented developments. Encourage land use plans that support public transit.
- Enhance the accessibility and attractiveness of existing and planned employment areas.
- Focus growth inward (infill development, using existing assets).
- Facilitate integration among different technologies, applications, and jurisdictions (for example, through Transportation Management Centers or agreements between neighboring and overlapping jurisdictions). Investigate different ITS solutions.
- Provide intermodal choices – Encourage and facilitate transit, bicycle, and pedestrian modes of transportation. Reduce automobile use by improving transit service. Encourage carpools and vanpools.
- Improve emergency response capabilities.
- Ensure safety (for example, minimizing cut-through traffic in residential areas).
- Decrease noise and air pollution.
- Provide or improve traffic signals and control. Use signal pre-emption where beneficial.
- Revitalize existing downtown areas. Transform and revitalize existing commercial corridors.
- Designate truck routes and facilitate improved goods movement.
- Standardize data types and nomenclature (for example, as described in the Regional Street Network and Address Database System Architecture and Design).

Future Strategic Deployment Plan tasks and deliverables will draw upon the information in these documents. The next task is to take the information gathered on the existing conditions to prepare the Gap Assessment, which is part of the “User Needs and User Services” section in the *Final Strategic Deployment Plan Report*. It will discuss existing projects and subsequent gaps pertaining to different service areas (for example, service areas such as traffic management, public transportation, and traveler information or commercial vehicle operations). This is a major step toward identifying and refining the recommended ITS deployment solutions in the Strategic Deployment Plan.



## **APPENDIX A – EXISTING CONDITIONS SUMMARIES**



<b>STUDY</b>	SACOG Blueprint Transportation/Land Use Study (Special Report/Summary: <a href="http://www.sacog.org">www.sacog.org</a> )
<b>AGENCY</b>	SACOG
<b>DATE</b>	Approved December 2004
<b>PURPOSE</b>	The Blueprint Project is an integrated, coordinated effort for regional growth over the next 50 years. Stakeholders include the public, local officials, environmental advocates, development groups and business leaders. Extensive input was solicited through workshops, public telephone polls, and forums.
<b>SUMMARY</b>	<ul style="list-style-type: none"> <li>▪ Base Case for 2050: result if current growth patterns continue</li> <li>▪ <b>Preferred Blueprint Scenario: built on principles of smart growth</b> <ul style="list-style-type: none"> <li>○ Detailed maps depict more housing choices, developed areas, protection of natural resource areas, and more transportation choices.</li> <li>○ Typical residents living in a future typical of the Preferred Blueprint Scenario in 2050 would probably live in a house on a smaller lot, in a neighborhood with some larger houses and some attached row houses, apartments and condominiums. They would drive to work, but the trip would be shorter than today, and the time needed to get there would be about the same as today. Sometimes they might take the train or bus. Most of their shopping and entertainment trips would still be in a car, but the distances would be shorter. And some of these shopping trips might be taken by walking or biking down the block to a village or town center that has neighborhood stores with housing on top of them, and a small park or plaza.</li> </ul> </li> </ul>

**RECOMMENDATIONS FROM DOCUMENT**

Detailed SMART GROWTH principles upon which the **Preferred Blueprint Scenario** is based:

- **Housing Choice and Diversity:** Providing a variety of places where people can live - apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes - creates opportunities for the variety of people who need them: families, singles, seniors, and people with special needs. Under the Blueprint Scenario, most housing would still be detached single-family, but about 17 percent would be single-family homes on small lots while 35 percent would be attached homes.
- **Use Existing Assets:** In urbanized areas, development on infill or vacant lands, intensification of the use of underutilized parcels (for example, more development on the site of a low-density retail strip shopping center), or redevelopment can make better use of existing public infrastructure. This can also include rehabilitation and reuse of historic buildings, denser clustering of buildings in suburban office parks, and joint use of existing public facilities such as schools and parking garages. Under the Blueprint Scenario 13 percent of all new housing, and 10 percent of all new jobs, would occur through reinvestment towards existing assets.
- **Compact Development:** Creating environments that are more compactly built and that use space in an efficient but aesthetic manner can encourage more walking, biking, and public transit use, and shorten auto trips. In the Blueprint Scenario, 304 square miles of new land would be needed for urban uses (vs. 661 square miles needed in the Base Case scenario).



**STUDY**

**SACOG Blueprint Transportation/Land Use Study**  
 (Special Report/Summary: [www.sacog.org](http://www.sacog.org))

- **Natural Resources Conservation:** This principle encourages the incorporation of public-use open space (such as parks, town squares, trails, and greenbelts) within development projects, over and above state requirements. It also includes wildlife and plant habitat preservation, agricultural preservation and promotion of environment-friendly practices such as energy efficient design, water conservation and stormwater management, and shade trees to reduce the ground temperatures in the summer. With the Blueprint Scenario, 102 square miles would be converted from agricultural to urban uses (vs. 166 miles in the Base Case Scenario).
- **Design for Quality:** The design details of any land use development—such as the relationship to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design, and the design of the public right-of-way (the sidewalks, connected streets and paths, bike lanes, the width of streets)—are all factors that can influence the attractiveness of living in a compact development and facilitate the ease of walking and biking to work or neighborhood services. In the Blueprint Scenario, 69 percent of people would live in pedestrian-friendly neighborhoods.
- **Mixed Use developments:** Buildings homes and shops, entertainment, office and even light industrial uses near each other create active, vital neighborhoods, or villages. This mixture of uses can be either in a vertical arrangement (mixed in one building) or horizontal (with a combination of uses in close proximity). These types of projects function as local activity centers, contributing to a sense of community, where people tend to walk or bike to destinations and interact more with each other. Separated land uses, on the other hand, lead to more, and longer, automobile trips because of the distance between uses. In the Blueprint Scenario, 53 percent of people would live in communities with a good, or balanced, mix of land uses by 2050.
- **Provide Transportation Choices:** Developments should be designed to encourage people to sometimes walk, ride bicycles, ride the bus, ride light rail, take the train or carpool. Use of Blueprint growth concepts for land use and right-of-way design will encourage use of these modes of travel and the remaining auto trips will be, on average, shorter. The Blueprint Scenario reduces the number of trips taken by car by about 10 percent. These trips are shifted to transit, walking or biking. In the Blueprint Scenario, 38 percent of new housing and 41 percent of new jobs are located within walking distance of 15-minute bus or train service. The number of vehicle miles traveled per day per household declines from 47.2 miles to 34.9 miles. Total time devoted to travel per household per day declines from 81 minutes to 67 minutes. With the Blueprint Scenario, per capita, there would be 14 percent less carbon dioxide (greenhouse gas) and particulates (related to asthma) compared to the Base Case.



<b>STUDY</b>	<p>SACOG Metropolitan Transportation Plan 2025  <a href="http://www.sacog.org/mtp/pdf/Final%20Interim%20MTP%2005-07.pdf">http://www.sacog.org/mtp/pdf/Final%20Interim%20MTP%2005-07.pdf</a></p>
<b>AGENCY</b>	<p>SACOG</p>
<b>DATE</b>	<p>May 15, 2002</p>
<b>PURPOSE</b>	<p>This plan pursues ten goals [described under “Summary” below and also described in the ITS VISION document], under an over-arching goal of improving quality of life.</p> <p>Quality of life may mean somewhat different things to different people, but it generally encompasses quiet and safe neighborhoods, affordable housing, job opportunities, good schools, limited environmental pollution, recreational and social activities— and adequate transportation to allow access to places where these activities occur. Toward that end, this plan seeks to promote development that is less dependent on autos, increase transit service and use, control the spread and amount of congestion, attain clean air, and rein in urban sprawl.</p> <p>The region needs a new transportation vision and plan. Even with the high priority given to transit expansion in this plan, transit ridership is expected to only slightly more than double; and even with this plan’s commitment of regional funds to bicycle and pedestrian projects, the share of trips made by cycling and walking is not predicted to change much. That leaves the region facing a 40 percent or greater increase in auto travel. Obviously it makes a difference whether those people will drive alone or ride in carpools, and where on the system they travel. Steps to reduce travel, or change the way people travel, will become imperative. The predominance of low-density suburban development with jobs and shopping separated from residential areas cannot continue indefinitely. While the region cannot reasonably be expected to build its way out of congestion, the investments in this plan do make a difference, lessening congestion in some corridors depending on where the region invests in more transit and road capacity or land use changes.</p> <p>This plan will guide the project programming process in two ways – first, by the requirement that projects must be consistent with this plan to be eligible for funding through the Metropolitan Transportation Improvement Program (MTIP) process, of which this report is a part, and second, by virtue of the fact that this plan will directly identify candidate projects for funding in the upcoming state and federal funding cycles.</p>
<b>SUMMARY</b>	<p>The Metropolitan Transportation Plan places project areas within the context of ten goals. These <b>ten goals</b> are as follows:</p> <ul style="list-style-type: none"> <li>▪ <b>QUALITY OF LIFE.</b> The plan is designed to meet the needs of everyday travel for all types of purposes as well as for large regional movements over the long term. The stakeholders recognized that transportation is closely connected with many other issues, such as air quality, the environment, and land use, health, safety, and economic vitality and developed goals and actions in the plan to address these issues.</li> <li>▪ <b>ACCESS AND MOBILITY.</b> Access to Downtown Sacramento, other urban core</li> </ul>



<p><b>STUDY</b></p>	<p><b>SACOG Metropolitan Transportation Plan 2025</b>  <a href="http://www.sacog.org/mtp/pdf/Final%20Interim%20MTP%2005-07.pdf">http://www.sacog.org/mtp/pdf/Final%20Interim%20MTP%2005-07.pdf</a></p>
	<p>areas, and older suburbs is emphasized in the plan, if infill development is to be attractive and if jobs are going to continue to expand in these areas. Access is also affected by barriers such as rivers, railroads, and freeways themselves that have a limited number of crossings. The American River is a particularly problematic barrier, since a large amount of development in Sacramento County exists and is planned on both sides of the river and there are few bridges.</p> <ul style="list-style-type: none"> <li>▪ <b>AIR QUALITY.</b> Continued regional funding for a regional air quality grant program (SECAT, SACOG’s existing program and successor programs) will provide incentives for implementing clean air technology, travel reduction, and other effective air quality strategies, until the region is in attainment.</li> <li>▪ <b>TRAVEL CHOICES.</b> Major increases in rail, bus, bicycle, and pedestrian modes are envisioned, along with promotion of telecommuting and sharing rides, are planned. In this plan, the transit systems of the region will become integrated through information technology and universal passes, bicycles will be accommodated on buses and trains, pedestrians will feel more comfortable crossing arterial streets, and kids will feel safer walking to school.</li> <li>▪ <b>ECONOMIC VITALITY.</b> New corridors will connect areas around the periphery of the urban core, providing better access to the region’s three major job centers – downtown Sacramento, Rancho Cordova/Folsom, and South Placer County. The plan also includes significant new light rail and bus transit, carpool lanes for commuters, and a larger Transportation Demand Management program to help manage demand. Access to Sacramento Airport is provided with the Downtown-Natomas-Airport light rail line and road improvements in the airport vicinity, as well as around the Port of Sacramento and Mather Airport.</li> <li>▪ <b>EQUITY.</b> Jobs Access Reverse Commute funding is intended to offer convenient transit for entry-level workers, particularly those transitioning from welfare to work. Community circulator van routes will supplement the mainline transit system, offering more convenient travel by transit from neighborhoods, particularly important for elderly and disabled persons. A large increase in paratransit service (door-to-door wheelchair-equipped van service called for in the ADA) is included for the expected increase in the elderly population over the plan period.</li> <li>▪ <b>TRANSPORTATION AND LAND USE.</b> The Community Design grant program, which could pay for planning grants to local governments and for bicycle, pedestrian, and streetscape improvements that accompany “smart growth” projects, would encourage local trips and the use of alternative modes of transportation. SACOG has also recently initiated a 3-year Transportation-Land Use Study. This project, which will develop information for the next update of the MTP, concerns the application of smart growth planning in the Sacramento Region.</li> <li>▪ <b>FUNDING AND REVENUE</b> Overall, this plan proposes to spend \$7.6 billion for transit operations and improvements, \$6.8 billion for highway, street and road improvements, \$5.9 billion for highway, street and road maintenance and rehabilitation, and \$1.6 billion for other kinds of improvements (bicycle, pedestrian, community design, demand management, clean air programs).</li> <li>▪ <b>HEALTH AND SAFETY.</b> Pedestrian and bicycle plans and projects are</li> </ul>



<b>STUDY</b>	<p><b>SACOG Metropolitan Transportation Plan 2025</b>  <a href="http://www.sacog.org/mtp/pdf/Final%20Interim%20MTP%2005-07.pdf">http://www.sacog.org/mtp/pdf/Final%20Interim%20MTP%2005-07.pdf</a></p>
	<p>specifically allocated \$529 million in the plan, both to develop local and regional systems. Freeway service patrols are also funded in this plan. Public transit security, both for passengers and their parked cars, is a priority because people will be much more likely to use transit if they feel safe doing so. Finally, a replacement of the Folsom Dam Road with a separate bridge downriver from the Folsom Dam is a national security issue and a high priority in this plan, with most of the funding expected to come from the Federal Bureau of Reclamation.</p> <ul style="list-style-type: none"> <li>▪ <b>ENVIRONMENTAL SUSTAINABILITY.</b> The air quality program, a continuation of SECAT, will help the region to attain air quality standards.</li> </ul>

**RECOMMENDATIONS FROM DOCUMENT**

- Key recommendations among those in the Plan include:
- The development of a regional ITS communication system that links the operations centers in the region. In early 1999, a conceptual report on the Sacramento Transportation Area-wide Network (STARNET) was completed. STARNET soon became a regional priority leading to the completion of a Needs Assessment Study in late 2001, which identifies system improvements needed at each operation center in order link them via STARNET.
  - A list of **eighteen ITS projects** identified as candidates for federal ITS funding. This list was compiled by the Partnership to help prioritize projects, mostly corridor improvements, that support the EDP. The list will continue to be updated as studies are completed and projects advanced.
  - The development of a **federally-required regional ITS architecture**. Through a two-tiered Federal Highway Administration process, the ITS Partnership developed a draft ITS architecture in early 2000. This draft became the basis for the final working architecture completed in June of 2001, which identifies stakeholders, their ITS elements, and the interconnections between systems.
  - Significant increases are proposed for the transit system – continued expansion of the Capitol Corridor train service to the Bay Area; commuter rail service between Davis/Dixon and Auburn using the UP/Amtrak facilities; light rail extensions to Natomas and Sacramento International Airport, Cosumnes River College/Elk Grove, from Watt to Antelope, and to West Sacramento; expansion of bus and van service regionwide, including a large increase in service for elderly and disabled persons; community circulator vans that serve neighborhoods, commercial areas and job centers; and bus rapid transit systems in the Stockton, Watt, and Sunrise commute corridors. The expansions of bus service include more commuter buses that can take advantage of carpool lanes that are proposed for the freeways.
  - Access improvements by road include a series of connectors – a Placer Parkway connecting Roseville at Route 65 to Routes 99/70 near the Sacramento Airport (bordered by conservation easements), improved connections between Rancho Cordova, Elk Grove, and I-5 (with protected open space components in unpopulated areas), and a Rancho Cordova to South Placer multi-modal connector. The connector projects, particularly the Rancho Cordova-Elk Grove-I-5 projects, are conceptual at this time and must undergo extensive planning and analysis processes with community involvement.
  - Intelligent Transportation Systems (or ITS) - “smart corridors” that can smooth the flow of traffic on Watt, Greenback/Sunrise, and Arden, signal pre-emption systems for transit and emergency vehicles, freeway ramp meters, message signs, and cameras, and freeway service patrols to clear accidents and vehicle breakdowns quickly off of the freeways.
  - Funding for transportation demand management programs such as the regional rideshare program, marketing of alternative modes of transportation, and incentive programs for bicycles, telecommuting, transit use, and carsharing.



<b>STUDY</b>	<p><a href="http://www.ci.citrus-heights.ca.us/docs/citrus_heights_gp.pdf">City of Citrus Heights General Plan</a>  <a href="http://www.ci.citrus-heights.ca.us/docs/citrus_heights_gp.pdf">http://www.ci.citrus-heights.ca.us/docs/citrus_heights_gp.pdf</a></p>
<b>AGENCY</b>	<p>City of Citrus Heights</p>
<b>DATE</b>	<p>November 2000</p>
<b>PURPOSE</b>	<p>The General Plan defines the qualities that make Citrus Heights a special place and establishes policies and actions to preserve and enhance the quality of life for the City’s residents, workers, merchants and visitors.</p> <p>This General Plan also addresses State general plan requirements. California law requires that every city and county adopt a long-term General Plan that addresses seven specific topics or “elements,” organized in any format or structure preferred by the community. The general plan may also address other topics the community feels are relevant.</p>
<b>SUMMARY</b>	<p>The high degree of consistency between the workshop conclusions, General Plan Advisory Committee (GPAC) recommendations and survey responses can be summarized in the following <b>vision</b> for the future of Citrus Heights:</p> <p>Citrus Heights is a highly livable place that:</p> <ul style="list-style-type: none"> <li>▪ Is safe because of excellent public services and controlled traffic;</li> <li>▪ Has a strong sense of identity, character and pride;</li> <li>▪ Offers ample business and job opportunities in attractive commercial areas; and</li> <li>▪ Is supported by a strong and fiscally responsible City government.</li> </ul> <p>Through the general plan process and resident surveys, the following areas of emphasis were identified and are addressed throughout the plan:</p> <ul style="list-style-type: none"> <li>▪ Single family homes were the most preferred type of future residential development</li> <li>▪ the favored commercial development was small-scale, resident-serving uses like gift shops, restaurants, grocery stores and medical clinics</li> <li>▪ road maintenance, crime prevention, and creating an attractive visual environment were cited as the most important actions for preserving quality of life</li> <li>▪ traffic was identified as the biggest problem</li> <li>▪ residents supported extending light rail to Citrus Heights, increasing bike and walking routes, and reducing traffic</li> <li>▪ the most popular methods for improving the local economy were using vacant buildings and lots, redeveloping older shopping centers, and encouraging new businesses, such as high technology and research and development</li> <li>▪ recommended funding priorities by residents included road maintenance, police protection, street trees, public landscaping, flood control, drainage improvements, and bus service</li> <li>▪ the highest rated services and facilities were fire and emergency medical, police, and parks</li> <li>▪ the lowest rated services were bus service and road maintenance</li> </ul>



**STUDY**

**City of Citrus Heights General Plan**

[http://www.ci.citrus-heights.ca.us/docs/citrus\\_heights\\_gp.pdf](http://www.ci.citrus-heights.ca.us/docs/citrus_heights_gp.pdf)

**RECOMMENDATIONS FROM DOCUMENT**

Major General Plan Advisory Committee (GPAC) recommendations include the following:

- Protect neighborhoods from cut-through traffic;
- Discourage strip commercial development along primary arterial streets;
- Encourage and facilitate bicycle, pedestrian and transit use;
- Diversify the economy to increase job opportunities and the tax base;
- Improve library and animal control services; and
- Develop a master plan for creeks, trails and open space.



<b>STUDY</b>	<p><a href="http://www.city.davis.ca.us/pb/gp/">City of Davis General Plan</a>  <a href="http://www.city.davis.ca.us/pb/gp/">http://www.city.davis.ca.us/pb/gp/</a></p>
<b>AGENCY</b>	City of Davis
<b>DATE</b>	May 2001
<b>PURPOSE</b>	<p>The General Plan strives toward the following Visions of purpose:</p> <ul style="list-style-type: none"> <li>▪ Quality of Life</li> <li>▪ Small Town Character</li> <li>▪ Diversity</li> <li>▪ Arts and Culture</li> <li>▪ Natural Resource Protection and Restoration</li> <li>▪ Distinct Neighborhood Identity</li> <li>▪ Broad Range of Services and Businesses</li> <li>▪ Neighborhood-Oriented Transportation System</li> <li>▪ Parks and Open Space Program</li> <li>▪ Agriculture</li> <li>▪ Synergistic Partnership with UC Davis</li> <li>▪ Regional Context</li> <li>▪ Regional Leadership</li> <li>▪ Accountable, Citizen-Based Planning</li> <li>▪ Embracing Technology</li> </ul>
<b>SUMMARY</b>	<p>The Plan covers elements including the following:</p> <ul style="list-style-type: none"> <li>▪ Land Use</li> <li>▪ Circulation</li> <li>▪ Housing</li> <li>▪ Conservation</li> <li>▪ Open Space</li> <li>▪ Noise</li> <li>▪ Safety</li> </ul> <p>The Plan also overlaps or is adjacent to the following plans and these interfaces are incorporated into the planning process:</p> <ul style="list-style-type: none"> <li>▪ Gateway/Olive Drive Specific Plan</li> <li>▪ East Davis Specific Plan</li> <li>▪ South Davis Specific Plan</li> <li>▪ Bikeway Plan</li> </ul>
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<ul style="list-style-type: none"> <li>▪ Develop a strategy that targets higher value-added, technology oriented industrial uses that are attracted to Davis' competitive advantages, particularly its University linkages, educated workforce and quality of life for employees;</li> <li>▪ Offer a variety of lot sizes for these industries, including affordable incubator facilities for start-ups, flexible R&amp;D space, and large lots (20-50 acre lots that may be assembled) for manufacturing firms and build-to-suit developments;</li> <li>▪ Focus growth inward to accommodate population increases. Infill development is supported as an appropriate means of meeting some of the city's housing needs.</li> <li>▪ Create and maintain housing patterns that promote energy conserving transportation methods.</li> <li>▪ Accommodate new buildings with floor area ratios that can support transit use especially within ¼ mile from commercial areas and transit stops, but maintain scale transition and retain enough older buildings to retain small-city character.</li> </ul>	



<b>STUDY</b>	<p><b>City of Davis General Plan</b>  <a href="http://www.city.davis.ca.us/pb/gp/">http://www.city.davis.ca.us/pb/gp/</a></p>
<ul style="list-style-type: none"> <li>▪ Support the opportunity for efficient public transit by siting large apartment complexes on arterial streets, in the core and near neighborhood centers and the University.</li> <li>▪ Site local services, retail and recreation strategically to minimize the lengths of trips and to facilitate walking, bicycling and transit use as alternatives to auto use.</li> <li>▪ All neighborhoods, both new and existing, should include a centrally located hub or activity node within walking distance of housing in the neighborhood. Transit stops, neighborhood commercial uses and activity centers should be in this hub. Hubs should be designed to support transit, pedestrian and bicycle travel, and to serve neighborhood needs.</li> <li>▪ Provide attractive streets designed to serve a broad spectrum of travel modes as well as automobiles.</li> <li>▪ Balance the needs to provide adequate parking in residential and commercial developments with the desire to limit automobile travel.</li> <li>▪ Increase walking and the use of non-polluting forms of transportation, including bicycles.</li> <li>▪ Reduce automobile use by improving transit service and encouraging transit use.</li> <li>▪ Develop alternative transportation solutions which will help alleviate peak hour congestion and improve air quality.</li> <li>▪ Increase safety of and decrease noise and air pollution from transportation throughout the city.</li> </ul>	



<b>STUDY</b>	<a href="http://www.egplanning.org/gp_zoning/general_plan/">City of Elk Grove General Plan</a> <a href="http://www.egplanning.org/gp_zoning/general_plan/">http://www.egplanning.org/gp_zoning/general_plan/</a>
<b>AGENCY</b>	City of Elk Grove Planning
<b>DATE</b>	November 19, 2003 (Updated January 5, 2005)
<b>PURPOSE</b>	<p>The General Plan is a broad framework for planning the future of the City of Elk Grove. It is the official policy statement of the City Council to guide the private and public development of the City in a manner to gain the maximum social and economic benefit to the citizens. All other City codes and standards, including Specific Plans and Development Code, must be consistent with the General Plan.</p> <p>Although this General Plan is expected to guide development until the year 2023 (a 20-year timeframe), changes to the Plan are expected to occur as circumstances change and the City's responds to these changes—or alters its vision for the future.</p>
<b>SUMMARY</b>	<p>As required by the California Government Code, the Elk Grove General Plan addresses the following seven basic topics:</p> <ul style="list-style-type: none"> <li>▪ Land Use</li> <li>▪ Circulation</li> <li>▪ Housing</li> <li>▪ Conservation</li> <li>▪ Open Space</li> <li>▪ Noise</li> <li>▪ Safety</li> </ul>
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<ul style="list-style-type: none"> <li>▪ A pattern of land use which enhances the community character of Elk Grove, provides employment and shopping opportunities to serve residents and the region, which provides for use of transit, and which protects Elk Grove's unique historical and natural features.</li> <li>▪ The City's efforts to encourage alternative modes of transportation will therefore focus on incentives to reduce vehicle use, rather than disincentives (which are generally intended to make driving and parking less convenient, more costly, or both).</li> <li>▪ Incentives may include:             <ul style="list-style-type: none"> <li>– Preferential carpool and vanpool parking;</li> <li>– Bus turnouts; and</li> <li>– Pedestrian-friendly project designs.</li> </ul> </li> <li>▪ The City shall encourage an approach to public transit service in Elk Grove which will provide the opportunity for workers living in other areas of Sacramento County to use all forms of public transit—including bus rapid transit and light rail—to travel to jobs in Elk Grove, as well as for Elk Grove workers to use public transit to commute to jobs outside the city.</li> <li>▪ The City shall regulate truck travel as appropriate for the transport of goods, consistent with circulation, air quality, congestion management, and land use goals.</li> <li>▪ The City shall require the installation of traffic pre-emption devices for emergency vehicles (police and fire) at all newly constructed intersections, and shall seek to retrofit all existing intersections to incorporate these features.</li> </ul>	



<b>STUDY</b>	City of Isleton Comprehensive General Plan and Environmental Impact Report
<b>AGENCY</b>	City of Isleton
<b>DATE</b>	September 13, 2000
<b>PURPOSE</b>	<p>The General Plan has three basic functions:</p> <ul style="list-style-type: none"> <li>▪ To enable the City Council, upon the advice of its Planning Commission, to express agreement on development policies;</li> <li>▪ To provide clear guidance in judging whether projects proposed by public agencies and private developers or individuals are in close agreement with policies of the General Plan; and</li> <li>▪ To allow and provide the basis for making intelligent amendments to the Plan as time and changing circumstances may dictate, while being true to its purposes.</li> </ul>
<b>SUMMARY</b>	<p>The 10 Goals of the General Plan are:</p> <ul style="list-style-type: none"> <li>▪ The costs and benefits of urbanization are to be balanced through economic development.</li> <li>▪ Provide equality in opportunity in the provision and availability of public services and facilities and in meeting housing needs.</li> <li>▪ Old and new areas of the community should make a strong contribution toward maintaining and enhancing the identity of the entire community.</li> <li>▪ New development and redevelopment is to reflect quality in community design and image.</li> <li>▪ The quality of life is to be enhanced by preventing the degradation of the natural environment and to offset that degradation that has already occurred.</li> <li>▪ Existing and future development are to be protected from the hazards of flooding.</li> <li>▪ All new development shall be required to pay for the direct and indirect capital and operating costs associated with that development.</li> <li>▪ Tax increment revenues of redevelopment shall be allocated to rehabilitate existing commercial and residential areas and public facilities, and to create recreation open space.</li> <li>▪ The open space and amenities of the Sacramento River should be made more accessible while protecting the river environment.</li> <li>▪ Existing commercial centers are to be improved and historic structures are to be preserved to the extent practical.</li> </ul>



**STUDY**

**City of Isleton Comprehensive General Plan and Environmental Impact Report**

**RECOMMENDATIONS FROM DOCUMENT**

The following impacts and mitigation measures are described in the Transportation and Circulation element of the plan.

In the long-range, important intersections within Isleton will reach summer traffic volumes where signals will be required. Intersection levels of service at State Route 160/A Street and Route 160/Main Street are expected to operate at unacceptable levels of service during peak hours. The intersections of Terminous Road, Jackson Slough Road and State Route 160 with State Route 12 are expected to operate at unacceptable peak hour levels of service by the year 2020 or before. The curving alignment and poor paving condition of Jackson Slough Road will create significant safety concerns and accident potential. These adverse conditions will be exaggerated by development of an RV Park adjacent to Jackson Slough Road which will also create traffic congestion on arterial streets of the community.

**Mitigation Measures:**

- Provide traffic signals at the following intersections:
  - SR 160/A Street
  - SR 160/Main Street
  - SR 160/Isleton Road
  - SR 12/Jackson Slough Road
  - SR 12/Terminous Road
- Realign and reconstruct Jackson Slough Road from Isleton to Terminous Road.
- Revise traffic and parking patterns through the Second Street commercial center.
- Plan for the relocation of State Route 160 South of the City limits.
- Provide separate access from State Route 160 to the proposed RV Park at the west end of town.



<b>STUDY</b>	<p><a href="http://www.westplanning.com/docs/lincoln/pdf/lincoln_steering_comm_2003_09_19.pdf">City of Lincoln General Plan - Goals and Policies Report Steering Committee Draft</a>  <a href="http://www.westplanning.com/docs/lincoln/pdf/lincoln_steering_comm_2003_09_19.pdf">http://www.westplanning.com/docs/lincoln/pdf/lincoln_steering_comm_2003_09_19.pdf</a></p>
<b>AGENCY</b>	City of Lincoln
<b>DATE</b>	September 2003
<b>PURPOSE</b>	<p>The General Plan update addresses concerns which have arisen in recent years in the City. These include Community Design, Economic Development, State Route 65 Bypass Corridor, and City Sphere of Influence.</p> <p><b>COMMUNITY DESIGN</b>                  Community design and the enhancement of community identity can best be achieved during the early stages of growth that a community such as Lincoln is experiencing.</p> <p><b>ECONOMIC DEVELOPMENT</b>                  Given the extensive amount of growth in the City of Lincoln since the last General Plan was adopted, economic development has become an issue of increasing importance. Between 1990 and 2000, Placer County’s employment base grew by 61,000 jobs, with Roseville capturing close to 20 percent of countywide employment growth during this period. The General Plan addresses this issue in both the Economic Development and Land Use and Community Design Elements.</p> <p><b>STATE ROUTE 65 BYPASS CORRIDOR</b>                  The SR 65 Bypass project will provide a new alignment of SR 65 through the Lincoln area. The Bypass project will bring the roadway off towards the west around the City of Lincoln. The project will be approximately 10 miles long, ranging between 2 and 4 lanes, and will extend from SR 65 at Industrial Boulevard in Lincoln to a point on the highway just north of Sheridan. The General Plan addresses this issue in the Circulation and Transportation Element and the land use alternatives.</p> <p><b>CITY SPHERE OF INFLUENCE</b>                  The Cortese/Knox/Hertzberg Act defines a sphere of influence as “a plan for the probable ultimate physical boundaries and service area of a local agency.” In practice, “ultimate” is defined as 20 years. As part of the General Plan Update, the General Plan Team and City staff felt that there were areas within the current SOI that no longer meet the criteria mentioned above. Therefore, the land use alternatives developed for the General Plan suggest a reduction in the SOI on the eastern and southwestern ends of the Planning Area. At the same time, in order to meet future urban growth, expansion of the SOI was recommended for consideration on the northern and western sides of the Planning Area as well.</p>
<b>SUMMARY</b>	<p>This general plan addresses the seven topics (referred to as “elements”) of land use, circulation, housing, open-space, conservation, safety, and noise as identified in state law (Government Code Section 65302), to the extent that the topics are locally relevant. It may also include other topics of local interest, as chosen by the City (Government Code Section 65303).</p>
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<ul style="list-style-type: none"> <li>▪ promote efficient use of larger vacant parcels and vacant areas of the city by encouraging mixed use development</li> </ul>	



<b>STUDY</b>	<p><b>City of Lincoln General Plan - Goals and Policies Report</b>                  Steering Committee Draft  <a href="http://www.westplanning.com/docs/lincoln/pdf/lincoln_steering_comm_2003_09_19.pdf">http://www.westplanning.com/docs/lincoln/pdf/lincoln_steering_comm_2003_09_19.pdf</a></p>
	<ul style="list-style-type: none"> <li>▪ promote the renovations and reuse of existing buildings in the Downtown as mixed use areas</li> <li>▪ pursue the development of vacant infill parcels in and around the Downtown area</li> <li>▪ encourage active involvement by individuals and organized citizens in maintaining and upgrading existing residential neighborhoods</li> <li>▪ promote and renew the existing central business district in order to provide diversified business opportunities</li> <li>▪ attract industrial development that avoids or minimizes substantial pollution, noise, glare, odor, or other significant offensive activity that would negatively affect adjacent uses and other areas of the city</li> <li>▪ design open space areas, bicycle and pedestrian systems, and housing projects so that there is as much informal surveillance by people as possible to deter crime</li> <li>▪ ensure that lighting and landscaping plans respond to public safety concerns</li> <li>▪ coordinate with Caltrans in developing transportation policies pertaining to SR 65 and SR 193 that are consistent with Caltrans transportation policies for these roadways</li> <li>▪ coordinate with SACOG in developing transportation policies pertaining to SR 65 and SR 193 that are consistent with SACOG's transportation policies for these roadways</li> <li>▪ coordinate with Placer County Transportation Planning Agency (PCTPA) in developing City transportation policies that are consistent with PCTPA's transportation policies</li> <li>▪ seek to maintain a minimum level of service (LOS) "C" for City streets and intersections and all new streets and intersection within the City. For the purpose of this policy, City streets and intersections exclude state highways</li> <li>▪ designate truck routes and restrict truck traffic on residential streets</li> <li>▪ actively pursue measures that will help reduce vehicle trips by maintaining a ridesharing program</li> <li>▪ minimize the number, properly space, and interconnect traffic signals to maximize progression and minimize the acceleration/deceleration that produces significantly higher vehicle emissions and noise levels</li> <li>▪ promote and support public transit services that meet residents needs</li> <li>▪ promote the use of public transit through development conditions requiring park-and-ride lots, bus turnouts and passenger shelters along major streets adjacent to areas of high residential density</li> <li>▪ expand fixed route transit service where required to serve new development areas, including direct connections to employment and commercial areas</li> <li>▪ promote and support the development of local and regional bikeway links as established in the City Bikeways Master Plan and the County Bikeway Master Plan</li> <li>▪ provide pedestrian/bicycle crossings at appropriate intervals along new roadways that will adequately serve new large-scale commercial office, industrial development, and residential development as well as parks and schools</li> <li>▪ provide traffic signal phasing that is adequate for bicycle turning and straight-through movements</li> <li>▪ encourage specific plans and development plans to include design of pedestrian access that enables residents to walk from their homes to places of work, recreation and shopping</li> </ul>



<b>STUDY</b>	Town of Loomis General Plan <a href="http://www.loomis.ca.gov/index.php?rootPos=2&amp;subPos=2">http://www.loomis.ca.gov/index.php?rootPos=2&amp;subPos=2</a>
<b>AGENCY</b>	Town of Loomis
<b>DATE</b>	Adopted Update in 2001
<b>PURPOSE</b>	The General Plan is intended to provide guidance in a wide variety of important decisions be the Town’s elected and appointed officials, and its staff. California law requires that all provisions of the Zoning Ordinance be consistent with the General Plan, and that no subdivision be approved unless it is consistent with the General Plan. State law also requires that all municipal decisions on capital improvements planning and budgeting be preceded by a review of their conformity with the General Plan.
<b>SUMMARY</b>	The community’s vision for the future of Loomis is based primarily on retaining the small town aspects of its character through the revitalization of the downtown village and the expansion of family-oriented community facilities; and maintaining the rural aspects of its character by continuing the pattern of progressively lower residential densities as distance increases from the downtown, thereby preserving low-intensity agricultural uses and natural open spaces. Town residents value the community’s distinct identity, featuring good public services and facilities, cultural activities, and agricultural heritage.
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<ul style="list-style-type: none"> <li>▪ Focus more intensive land uses near the downtown and freeway interchange, while maintaining the predominantly agricultural/rural character of Loomis outside the core area.</li> <li>▪ Strive for service levels that reflect a balance between mobility, cost-effectiveness, and financial resources.</li> <li>▪ Develop standards that protect public safety and provide mobility for all forms of transportation.</li> <li>▪ Implement additional bicycle facilities that result in increased bicycle usage.</li> <li>▪ Devote resources for the promotion of transit service that are appropriate for its size and financial resources using comparable cities as a benchmark.</li> <li>▪ Take action to minimize cut-through traffic and manage speeds on residential streets.</li> <li>▪ Roadway extensions or improvements based on 1997 Circulation Study</li> <li>▪ Develop additional Class II and Class III bicycle facilities</li> <li>▪ Rail station revitalization</li> </ul>	



<b>STUDY</b>	City of Placerville General Plan Policy Document
<b>AGENCY</b>	City of Placerville
<b>DATE</b>	January 1989
<b>PURPOSE</b>	As required by State law, the General Plan addresses seven elements: land use, circulation (transportation), housing, conservation, open space, noise, and safety. The plan analyzes issues of importance to the community, sets forth policies in text and diagrams for conservation and development, and outlines specific programs for implementing the policies.
<b>SUMMARY</b>	<p>The goals and policies outlined in the Plan most focused on the following problem areas:</p> <ul style="list-style-type: none"> <li>▪ Land Use and Planning Issues: problems identified in this area ranged from a concern for the poor quality of recent development to lack of coordination between the City and County. Several people mentioned that recent projects have been poorly designed and constructed. High-density residential development in older, low-density neighborhoods concerned many people. Too much commercial development in residential areas and the proliferation of shopping centers were also cited as problems. The amount and pace of growth in Placerville was frequently mentioned.</li> <li>▪ Traffic and Circulation Issues: Traffic congestion and circulation patterns were the most often identified problems. More specifically, individuals mentioned limited access in and out of parts of the city, congestion downtown, the narrowness and steepness of streets, poor road maintenance, heavy traffic on Placerville Drive, and Broadway and Pacific Streets. By consensus, Highway 50 is the prime contributor to the traffic problems: the highway bisects the city at grade, includes numerous signalized intersections, and disrupts cross-town travel. The intersection of Bedford and Main was frequently cited as the most congested intersection. Several people noted that the lack of adequate pedestrian and bicycle facilities created a hazardous situation. Lack of parking in residential areas and in new commercial developments was also noted.</li> </ul>
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<p>Some specific recommendations resulting from the General Plan process include the following:</p> <ul style="list-style-type: none"> <li>▪ City should expand/annex to keep residential densities low</li> <li>▪ Growth should be toward Smith Flat</li> <li>▪ Develop where there are already adequate roads and services</li> <li>▪ Expand/develop pedestrian facilities</li> <li>▪ Use a village concept of future development in the city</li> <li>▪ Increase public transportation opportunities in and out of town</li> <li>▪ Integrate local services and tourism in downtown area</li> <li>▪ Add more parking downtown</li> <li>▪ Provide alternate transportation access</li> <li>▪ Route delivery trucks, vans and buses around Main Street</li> <li>▪ Expand bike routes and lanes</li> </ul>	



<b>STUDY</b>	City of Rancho Cordova General Plan <a href="http://gp.cityofranhocordova.org/">http://gp.cityofranhocordova.org/</a>
<b>AGENCY</b>	City of Rancho Cordova
<b>DATE</b>	Ongoing preparation of City's first General Plan, completion by June 2005. A Vision Book/Interim General Plan was adopted in August 2004.
<b>PURPOSE</b>	To develop a set of policies and programs for the 96-square mile desired ultimate boundary. The planning process will incorporate extensive public outreach, including visioning workshops with the public, monthly public meetings with the General Plan Advisory Committee, and special study sessions and public hearings with the Planning Commission and the City Council.
<b>SUMMARY</b>	The Vision Book/Interim General Plan reflects the compilation of ideas from the community on a wide variety of topics related to the future of Rancho Cordova. It includes ideas which relate to specific sites and issues, as well as ideas which are more conceptual in nature. Some of the visions can be achieved in the near term and will be reflected in the short-term development of the city; others may take longer to achieve and will rely on regional cooperation and the dedication of the City to reach the goals.
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<ul style="list-style-type: none"> <li>▪ Land uses in Rancho Cordova should generally reflect the types and intensity of land uses shown in the Blueprint's "Scenario C" which envisions relatively higher overall residential densities than currently in place. While not establishing "build-out targets", this land use scenario anticipates the addition of approximately 54,000 to 60,000 new households and 48,000 new hobs in the Rancho Cordova city limits (based on assumptions used in the Blueprint process), with possible additional growth in the planning area.</li> <li>▪ Redevelopment along Folsom Boulevard which focuses regeneration of retail development and Transit-Oriented Development near light rail stations, in particular new the Mills Station light rail stop and other underutilized areas.</li> <li>▪ Create walkable neighborhoods and pedestrian oriented new development</li> <li>▪ Transformation and revitalization of existing commercial corridors and centers and of the City's neighborhoods</li> <li>▪ Reduce congestion on streets and highways</li> <li>▪ Expanded and improved public transit including light rail, bus, and other modes</li> <li>▪ Intra-city bus service</li> <li>▪ User-friendly public transit facilities</li> <li>▪ Mixed use roadway system</li> <li>▪ Expanded and new bike and pedestrian routes and options for local and regional connectivity</li> <li>▪ Improved connectivity to the American River Parkway bike trail</li> <li>▪ Pedestrian circulation that provides safer alternative routes independent from high-volume roadways</li> <li>▪ Neighborhood traffic calming</li> <li>▪ The use of ITS ideas including "smart highways"</li> <li>▪ Multimodal solutions</li> <li>▪ Expand use of alternative transportation (bicycle and pedestrian, light rail, and bus) to reduce air pollution</li> </ul>	



<b>STUDY</b>	City of Rocklin General Plan
<b>AGENCY</b>	City of Rocklin
<b>DATE</b>	April 1991
<b>PURPOSE</b>	The Rocklin General Plan satisfies the California State law requirement for planning and coordinating future development. The Plan serves as a long-term guide for the orderly growth and development of Rocklin. It forms the basis for zoning, subdivision regulation, and other planning decisions on the location, intensity, and design of public facilities and land use.
<b>SUMMARY</b>	The Plan outlines specific Goals and Policies in land use, open space, circulation, community safety, noise and public services and facilities. It includes one specific Area Plan (the Southeast Rocklin Circulation Element) as well as several subsequent amendments to the General Plan.

**RECOMMENDATIONS FROM DOCUMENT**

The following main Goals within the Land Use and Transportation Elements are central to the Plan:

- Land Use: To designate, protect, and provide land to ensure sufficient residential development to meet community needs.
  - To encourage the use of the “village concept” in new projects of 500 acres or more in size, in order to encourage higher density core areas and encourage alternatives to the use of the automobile for short trips
  - To encourage the design of neighborhoods that interconnect streets and pedestrian pathways for vehicle and pedestrian use to provide for social interaction and the efficient movement of service and emergency vehicles
- Circulation: To provide and maintain a safe and efficient system of streets, highways, and public transportation to meet community needs and promote sound land use.
  - To require bike lanes in the design and construction of major new street and highway improvements
  - To designate truck routes in order to keep truck traffic away from residential areas
  - To promote and support coordinated public transit services that meet residents’ needs
  - To promote the use of public transit through development conditions requiring park-and-ride lots, bus turnouts and passenger shelters along major streets
  - To promote pedestrian convenience through development conditions requiring sidewalks, walking paths, or hiking trails that connect residential areas with commercial, shopping and employment centers
  - To enforce the transportation system management requirements of the existing ridesharing ordinance
  - To maintain truck routes in such a manner that they can be used for the safe hauling of hazardous materials
  - To restrict vehicular access to emergency and service vehicles only from the Clover Lakes Community Area onto the existing portions of Clover Valley Road and Rawhide Road within the Mission Hills-Clover Valley Community Area



<b>STUDY</b>	<p><a href="http://www.roseville.ca.us/index.asp?page=521">City of Roseville General Plan</a>  <a href="http://www.roseville.ca.us/index.asp?page=521">http://www.roseville.ca.us/index.asp?page=521</a></p>
<b>AGENCY</b>	<p>City of Roseville</p>
<b>DATE</b>	<p>Adopted in 1992, technical update in 2003</p>
<b>PURPOSE</b>	<p>The General Plan serves as a long-term policy guide for the physical, economic, and environmental growth of a city and a statement of the community’s vision of its ultimate physical growth. City actions, such as those relating to land use allocations, annexations, zoning, subdivision, and design review, redevelopment, and capital improvements must be consistent with the General Plan.</p> <p>The General Plan also designates land use categories for the entire city. Each land use category is identified and defined within the General Plan and includes information on the general uses, development, intensity, siting and compatibility standards.</p> <p>The City of Roseville General Plan enables the City Council and Planning Commission to establish long-range development policies; provide a basis for judging whether private development proposals and public projects are in harmony with the policies; and guide public agencies and private developers in designing projects that are consistent with City policies.</p>
<b>SUMMARY</b>	<p>The General Plan discusses nine elements including land use, circulation, air quality, open space and conservation, parks and recreation, public facilities, safety, noise, and housing.</p> <p>The main overarching goals in land use and circulation, the prevalent elements, are as follows:</p> <ul style="list-style-type: none"> <li>▪ promote a balanced land use pattern that supports innovative land use approaches and retains and enhances the distinct character and identity of Roseville</li> <li>▪ It is the underlying goal of the entire Circulation Element that the City’s circulation system promote             <ul style="list-style-type: none"> <li>○ the safe, efficient, and reliable movement of people and goods;</li> <li>○ shift from the automobile to other modes of transportation; and</li> <li>○ provide an adequate level of transportation service for all persons traveling in and through Roseville.</li> </ul> </li> </ul>



**STUDY**

[City of Roseville General Plan  
http://www.roseville.ca.us/index.asp?page=521](http://www.roseville.ca.us/index.asp?page=521)

**RECOMMENDATIONS FROM DOCUMENT**

- Continue to update and implement the long-range and short-range transit master plan
- Implement Bikeway Master Plan
- Establish Pedestrian Districts to promote walkability with the district
- Improve pedestrian walkability by considering mid-block crossing treatments, intersection crossing treatments, traffic calming, and pedestrian enhancements
- Evaluate existing transit capital and services
- Define potential transit corridors
- Expand Capitol Corridor Intercity Rail
- Develop commuter rail service between Colfax and Davis
- Expand light rail
- Area-wide carpool/vanpool matching assistance
- City or county trip reduction ordinances
- Employer-sponsored car/van/buspool programs
- Staggered work schedules, flexible work hours, compressed work week
- Suburban park and ride lots
- Provision of bikeway and bicycling support facilities



<b>STUDY</b>	City of Sacramento General Plan
<b>AGENCY</b>	City of Sacramento
<b>DATE</b>	1998, Update in 2004
<b>PURPOSE</b>	<p>The General Plan is the City’s long-term comprehensive policy guide for the physical, economic, and environmental growth and renewal of the city. The General Plan is strongly oriented toward physical development of land uses, a circulation network, and supporting facilities and services. It is comprised of goals, policies, programs and actions, which are based on an assessment of current and future needs and available resources. The document is the principal tool for City use in evaluating public and private building projects and municipal service improvements. Conformance of projects and improvements with the General Plan is a major step toward their approval.</p>
<b>SUMMARY</b>	<p>The goals of the General Plan are:</p> <ul style="list-style-type: none"> <li>▪ Create a safe, efficient surface transportation network for the movement of people and goods.</li> <li>▪ Provide all citizens in all communities of the City with access to a transportation network which serves both the City and region, either by personal vehicle or transit. Make a special effort to maximize alternatives to single occupant vehicle use, such as public transit.</li> <li>▪ Maintain a desirable quality of life, including good air quality while supporting planned land use and population growth.</li> <li>▪ Consider air quality along with traffic flow efficiency when making decisions about transportation.</li> <li>▪ Create and maintain a street system which protects residential neighborhoods from unnecessary levels of traffic.</li> <li>▪ Increase the commute vehicle occupancy rate by 50%.</li> <li>▪ Develop a balanced transportation system which will encourage the use of public transit, multiple occupancy of the private automobile, and other forms of transportation.</li> <li>▪ Provide adequate parking to support continued downtown development, alternative modes of transportation, and the Central City Urban Design Plan.</li> <li>▪ Promote a well designed and heavily patronized light rail and transit system.</li> <li>▪ Increase the use of the pedestrian mode as a mode of choice for all areas of the city.</li> <li>▪ Provide a network of safe and convenient bikeways. Promote bicycling as a feasible transportation alternative which conserves energy, improves air quality, reduces traffic congestion, and improves public health.</li> <li>▪ Improve quality of residential neighborhoods by protecting, preserving, and enhancing their character.</li> <li>▪ Identify areas of potential change where density development would be appropriate along major thoroughfares, commercial strips and near light rail stations, and modify plans to accommodate this change.</li> </ul>



**STUDY**

**City of Sacramento General Plan**

**RECOMMENDATIONS FROM DOCUMENT**

- Request Sacramento Regional Transit to provide a plan for the provisions of adequate transit services which meets the needs of the General Plan, and that the transit plan is regularly updated.
- Work towards a more efficient use of the City’s existing street system.
- Explore alternative transportation modes that will lead to a decrease in demand of the City’s surface street system.
- Encourage and support programs that increase vehicle occupancy.
- Support actions/ordinances/ developments/agreements that reduce peak hour trips.
- Encourage the use of light rail transit and other alternative modes of transportation.
- Consider the use of pedestrian pathways that can support the efficient movement of people, new development, and Central City Design Concepts
- Create a multi-modal transportation center in the Central City.
- Provide transit service to newly developed areas.
- Consider mitigation impacts to support light rail or bus transit improvements.
- Provide pedestrian and bicycle access to existing and planned light rail stations.
- Improve frequency and location of bus service in residential areas.
- Encourage park-and-ride lots to promote alternative transportation and reduce traffic congestion.
- New developments should have safe pedestrian walkways with direct links to major destinations.
- Promote use of public bikeways.
- Incorporate adequate street widths into street plans and developments to ensure a reasonable level of safety for bicyclists and motorists.
- Design on-street and off-street bicycle parking facilities for maximum security and, when possible, for protection from the elements.
- Provide adequate signing, and other traffic control measures in all bikeway design plans to ensure a reasonably high level of safety for bicyclists and motorists.
- Future developments should conform to the *Bikeways Master Plan*.



<b>STUDY</b>	<b>1999 General Plan</b> <b>City of South Lake Tahoe</b>
<b>AGENCY</b>	City of South Lake Tahoe Planning Division
<b>DATE</b>	April 13, 1999
<b>PURPOSE</b>	The City General Plan was developed to include the seven mandatory elements required by State law: land use, circulation, housing, conservation, open space, noise, and safety.
<b>SUMMARY</b>	<p>The Plan includes comprehensive listings of technical references, as well as specific Goals, Objectives and Action Plans for each of the Plan elements.</p> <p>NOTE: The Tahoe Regional Planning Agency (TRPA) uses a land use regulatory tool called Plan Area Statements (PAS). The PAS delineate a discrete area composed of many parcels of like uses which are combined into one land use classification. Specific goals, policies, programs, and allowed uses are then identified for each Plan Area. The PAS can thus be flexible to reflect the unique aspects of an area.</p> <p>With traditional zoning (followed by most local jurisdictions), each parcel is designated for a specific land use classification and refers to a generalized set of land use controls. Since both land use regulation approaches (PAS and zoning) are used within the same geographical area by different entities (local or regional), some confusion may result. Where there is a conflict, the most restrictive regulation applies which is usually the PAS regulation. The City of South Lake Tahoe General Plan uses PAS to be consistent with TRPA plans.</p>
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<ul style="list-style-type: none"> <li>▪ Land Use             <ul style="list-style-type: none"> <li>– The population shall be guided by the limitations placed within the PAS, including the mix of land use, density of development, and people per parcel per land use as provided for under the Population section of the General Plan.</li> <li>– Encourage a high degree of commercial compactness within commercial areas to create a high level of shopper convenience and area drawing power</li> </ul> </li> <li>▪ Circulation             <ul style="list-style-type: none"> <li>– Reduce vehicle miles traveled by 10% measured from the 1981 base year in the plan.</li> <li>– Expand transit service to provide service to the transit dependent of the City and to visitors alike and thereby reduce dependency on the automobile.</li> <li>– Plan for the land use changes and development patterns which will encourage the use of alternative transportation modes.</li> <li>– Continue to implement the Bicycle Master Plan.</li> <li>– Provide for pedestrian linkages along U.S. 50.</li> <li>– Ensure hazardous material is immediately removed from the City street system.</li> </ul> </li> </ul>	



<b>STUDY</b>	<p>City of West Sacramento General Plan  <a href="http://www.ci.west-sacramento.ca.us/cityhall/departments/comdev/documents/plan_gppolicy.pdf">http://www.ci.west-sacramento.ca.us/cityhall/departments/comdev/documents/plan_gppolicy.pdf</a></p>
<b>AGENCY</b>	<p>City of West Sacramento</p>
<b>DATE</b>	<p>Revised and adopted 2000</p>
<b>PURPOSE</b>	<p>The General Plan serves the following purposes:</p> <ul style="list-style-type: none"> <li>▪ To establish within local government the capacity to analyze local and regional conditions and needs in order to respond effectively to the problems and opportunities facing the community;</li> <li>▪ To identify the community’s environmental, social, and economic goals;</li> <li>▪ To record the local government’s policies and standards for the maintenance and improvement of existing development and the location and characteristics of future development;</li> <li>▪ To provide citizens with information about their community and with opportunities to participate in the local planning and decision-making process;</li> <li>▪ To improve the coordination of community development and environmental protection activities among local, regional, state, and federal agencies; and</li> <li>▪ To establish a basis for subsequent planning efforts, such as preparation of specific plans, redevelopment plans, and special studies, to deal with unique problems or areas in the community.</li> </ul>
<b>SUMMARY</b>	<p>The goals of the General Plan are:</p> <ul style="list-style-type: none"> <li>▪ Provide for orderly, well-planned, and balanced growth consistent with the limits imposed by the city’s infrastructure and the city’s ability to assimilate new growth.</li> <li>▪ Designate adequate land in a range of residential densities to meet the housing needs of all income groups expected to reside in West Sacramento; provide support for the development of commercial uses providing goods and services to West Sacramento residents and West Sacramento’s market area; provide support for the development of office uses serving both West Sacramento and the region; provide support for light, heavy, and water-related industrial uses that create jobs and enhance the economy of West Sacramento; and development of public and quasi-public uses to support existing and new residential, commercial, and industrial land uses.</li> <li>▪ Create and maintain a roadway network which will ensure the safe and efficient movement of people and goods throughout the city.</li> <li>▪ Promote and maintain public and private transit systems that are responsive to the needs of all West Sacramento residents.</li> <li>▪ Promote increased efficiency in automobile use.</li> <li>▪ Encourage communication and cooperation within the community, with adjacent jurisdictions, and with state and federal agencies concerning all transportation-related issues.</li> <li>▪ Ensure adequate provisions of both on- and off-street parking.</li> <li>▪ Promote pedestrian and bicycle travel as alternatives to automobile use.</li> </ul>



<p><b>STUDY</b></p>	<p><b>City of West Sacramento General Plan</b>  <a href="http://www.ci.west-sacramento.ca.us/cityhall/departments/comdev/documents/plan_gppolicy.pdf">http://www.ci.west-sacramento.ca.us/cityhall/departments/comdev/documents/plan_gppolicy.pdf</a></p>
	<ul style="list-style-type: none"> <li>▪ Provide a network of pedestrian and bicycle pathways connecting parks and open space areas with other destination points within and beyond the city of West Sacramento.</li> <li>▪ Ensure that City emergency response procedures are adequate in the event of natural or man-made disasters.</li> <li>▪ Promote development of neighborhoods and districts that emphasize pedestrian convenience.</li> <li>▪ Create a distinctive Central Business District which serves as the City’s most important civic and pedestrian-oriented commercial area.</li> </ul>
<p><b>RECOMMENDATIONS FROM DOCUMENT</b></p>	
<ul style="list-style-type: none"> <li>▪ Conduct a feasibility study for development of a major trucking center</li> <li>▪ Maintain a master list of traffic counts.</li> <li>▪ Maintain a <i>Street Master Plan</i></li> <li>▪ Enhance internal circulation and access between Sacramento and West Sacramento</li> <li>▪ Maintain existing long-term <i>Major Projects Financing Plan</i></li> <li>▪ Upgrade and maintain traffic signals</li> <li>▪ Review and revise off-street parking standards of the <i>Zoning Ordinance</i></li> <li>▪ Establish park-and-ride facilities</li> <li>▪ Maintain Transportation Systems Management (TSM) ordinance for air quality mitigation</li> <li>▪ Maintain <i>Pedestrian and Bicycle Route Master Plan</i></li> <li>▪ Ensure that signalized intersections are programmed to respond to actual traffic volumes.</li> <li>▪ Maximize the use of existing air quality mitigation measures, including offsets, so new development helps reduce the existing regional air pollution emissions.</li> <li>▪ Periodically update the City’s Emergency Operations Plan and maintain training in the Standard Emergency Management System.</li> <li>▪ Prepare detailed plans for street improvements in the CBD, including specifying the number of lanes, necessary realignments, signalization, and cross sections, as well as requirements for parking, curb cuts, sidewalks, and landscaping of medians and street frontages.</li> </ul>	



<b>STUDY</b>	<p><a href="http://www.ci.woodland.ca.us/commdev/PoliciesDocs.htm#GP">City of Woodland General Plan</a>  <a href="http://www.ci.woodland.ca.us/commdev/PoliciesDocs.htm#GP">http://www.ci.woodland.ca.us/commdev/PoliciesDocs.htm#GP</a></p>
<b>AGENCY</b>	<p>City of Woodland</p>
<b>DATE</b>	<p>Update adopted in 2002</p>
<b>PURPOSE</b>	<p>The General Plan formalizes a long-term vision for the physical evolution of Woodland and outlines policies, standards, and programs to guide day-to-day decisions concerning development through 2020. The Plan is designed to meet state planning requirements.</p>
<b>SUMMARY</b>	<p>The General Plan sets the framework for future growth and development within which Woodland can expand while still maintaining the small-town feeling and quality of life that are so important to Woodland residents. The major theme of the General Plan is to retain and build upon Woodland's small-town and neighborhood qualities while achieving an economically-healthy and self-sufficient community.</p> <ul style="list-style-type: none"> <li>▪ To retain and enhance Woodland's quality of life, its separate identity, and small-town characteristics.</li> <li>▪ To achieve an orderly pattern of community development consistent with economic, social, and environmental needs.</li> <li>▪ To provide for a diversified economic base with a range of employment opportunities for all residents.</li> <li>▪ To preserve and protect prime agricultural lands and their uses in the areas between the Urban Limit Line and the boundary of the General Plan Area.</li> <li>▪ To revitalize the Downtown district as the heart of the city.</li> <li>▪ to promote the provision of adequate housing including a variety of housing sizes and types for all persons in the community regardless of income, age, gender, race, or ethnic background.</li> <li>▪ To coordinate land and transportation planning measures to foster reduced dependence on automobile and increased opportunities for alternative modes of travel.</li> <li>▪ To provide adequate levels of public service.</li> <li>▪ To promote a wide range of parks and recreational facilities and activities.</li> <li>▪ To plan for diverse educational opportunities and adequate school facilities.</li> <li>▪ To preserve and enhance the historical and cultural resources of the Woodland area.</li> <li>▪ To protect and improve the quality of the natural environment.</li> <li>▪ To prevent loss of life, injury, and property damage due to natural and manmade hazards.</li> <li>▪ To ensure that Woodland remains a safe place to live.</li> <li>▪ To foster increased cooperation and coordination among governmental entities.</li> </ul>



**STUDY**

[City of Woodland General Plan](#)

<http://www.ci.woodland.ca.us/commdev/PoliciesDocs.htm#GP>

**RECOMMENDATIONS FROM DOCUMENT**

- Provide or new residential development in planned neighborhoods to be developed at an orderly pace and style and designed to promote walking, bicycling, and transit use, including the use of a modified grid system.
- Revitalize and maintain the East Street Corridor as an economically-viable and physically-attractive mixed-use corridor.
- Provide for the long-range planning and development of the city’s roadway system to ensure the safe and efficient movement of people and goods
- Protect residential areas from high-volume and high-speed traffic and its effects and promote bicycling and walking on residential streets.
- Provide a sufficient amount of convenient, safe, and attractive parking to serve existing and new development throughout the city.
- Promote a safe and efficient transit system to reduce congestion, improve the environment, and provide viable non-automotive means of transportation in and through Woodland.
- Provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation.
- Maintain a balanced freight transportation system to provide for the safe and efficient movement of goods.
- Support the continued operation of local air transportation facilities while ensuring compatibility between urban development in Woodland and aircraft operations.



<b>STUDY</b>	<p><a href="http://www.yubacity.net/index.cfm?navID=210">Yuba City General Plan</a>  <a href="http://www.yubacity.net/index.cfm?navID=210">http://www.yubacity.net/index.cfm?navID=210</a></p>
<b>AGENCY</b>	<p>Yuba City</p>
<b>DATE</b>	<p>April, 2004</p>
<b>PURPOSE</b>	<p>The Yuba City General Plan is a document required by State law and adopted by the City Council that addresses issues related to physical development, growth, and conservation of City resources. The Plan:</p> <ul style="list-style-type: none"> <li>▪ Outlines a vision of long-range physical planning and land uses in order to address the economic development and resource conservation aspirations of the community;</li> <li>▪ Provides strategies and specific implementing actions that will allow this vision to be accomplished;</li> <li>▪ Establishes Plan policies and standards to be used as a basis for judging whether specific development proposals are in concert with the goals of the community;</li> <li>▪ Provides guidelines and policies by which City departments, public agencies, and private developers can design projects that will enhance the character of the community, preserve and enhance critical environmental resources, and minimize hazards; and</li> <li>▪ Provides that basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, specific plans, impact fee studies, and the Capital Improvement Program.</li> </ul>
<b>SUMMARY</b>	<p>This General Plan addresses the elements of growth and economic development; land use; community design; transportation; parks, schools, and community facilities; public utilities; environmental conservation; and noise and safety.</p>
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<ul style="list-style-type: none"> <li>▪ Design new residential streets with sidewalks, planting strips, and traffic calming elements to create a pedestrian-friendly environment</li> <li>▪ Develop separate bike paths on at least one side of parkways buffered from vehicular traffic by planting strips</li> <li>▪ Install pedestrian amenities such as pedestrian-scale street lighting, benches, and planting strips where community commercial core is planned.</li> <li>▪ Promote convenient vehicular and transit access to Regional Activity Centers</li> <li>▪ Establish minimum standards for pedestrian-oriented circulation</li> <li>▪ Improve alternative transportation modes and establish provisions for more direct routes for pedestrians and bicyclists</li> <li>▪ Maintain acceptable levels of service and ensure that future development and the circulation system are in balance</li> <li>▪ With all roadway improvements, plan for usage of roadway space by all users including motor vehicles, transit vehicles, bicyclists, and pedestrians</li> <li>▪ Expand and improve the existing transit network to provide convenient and efficient public transportation</li> <li>▪ Preserve options for future transit use when designing improvements for roadways</li> <li>▪ Locate transit stops and hubs at locations that are convenient for transit users, and promote increased transit ridership through the provisions of shelters, benches, and other amenities</li> </ul>	



**STUDY**

**Yuba City General Plan**

<http://www.yubacity.net/index.cfm?navID=210>

- Identify and implement Park & Ride sites with convenient access to public transit
- New developments must include transit improvements and accommodate transit use
- Develop a systems of sidewalks and bikeways that promote safe walking and bicycle riding for transportation and recreation
- Develop bicycle routes that provide access to schools, parks, and the Feather River Parkway
- Develop rails-to-trails corridors
- Provide bike lanes on new and existing streets
- Increase bicycle safety
- Provide attractive and convenient parking facilities
- Provide adequate circulation and off-street parking and loading facilities for trucks and facilitate intermodal goods delivery
- Provide guidance for truck routes



<b>STUDY</b>	El Dorado County General Plan <a href="http://www.co.el-dorado.ca.us/generalplan/">http://www.co.el-dorado.ca.us/generalplan/</a>
<b>AGENCY</b>	El Dorado County
<b>DATE</b>	July 2004
<b>PURPOSE</b>	<p>The General Plan outlines several clear objectives including the following:</p> <ul style="list-style-type: none"> <li>▪ To develop a strong diversified and sustainable local economy;</li> <li>▪ To foster a rural quality of life;</li> <li>▪ To sustain a quality environment;</li> <li>▪ To accommodate the County's fair share of regional growth projections and affordable housing while encouraging those activities that comprise the basis for the County's customs, culture, and economic stability;</li> <li>▪ To oversupply residential and non-residential land use designations in order to provide market and landowner flexibility to more feasibly accommodate the market;</li> <li>▪ To concentrate and direct urban growth where infrastructure is present and/or can be more feasibly provided;</li> <li>▪ To recognize that funding limitations for infrastructure and services will result in lower levels of service while the County improves employment and housing opportunities;</li> <li>▪ To conserve, protect, and manage the County's abundant natural resources for economic benefits now and for the future;</li> <li>▪ To encourage infill development that more efficiently utilizes existing infrastructure and minimizes land use conflicts while avoiding the premature development of non-contiguous lands where direct and life cycle costs are greater;</li> <li>▪ To accomplish the retention of permanent open space/natural areas on a project-by-project bases through clustering;</li> <li>▪ To minimize down planning and/or down zoning where feasible;</li> <li>▪ To improve the jobs-to-housing ratio by giving preference to the development of high technology and value added employment centers and regional retail and tourism uses.</li> </ul>
<b>SUMMARY</b>	Through various elements of the plan (Land Use, Circulation, Housing, Public Services and Utilities, Public Health, Conservation, Agriculture, Parks and Recreation, and Economic Development), the above objectives are pursued.
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<p>Objectives appear throughout the report in the appropriate elements. Objectives specifically pertaining to land use and transportation include the following:</p> <ul style="list-style-type: none"> <li>▪ Provide opportunities that allow for continued population growth and economic expansion while preserving the character and extent of existing rural centers and urban communities, emphasizing both the natural setting and built design elements which contribute to the quality of life and economic health of the County.</li> <li>▪ Recognize existing defined places as centers within the Rural Regions which provide a focus of activity and provides goods and services to the surrounding areas.</li> <li>▪ Creation and development of balanced communities in areas identified as suitable for intensive development due to the availability of adequate infrastructure and services.</li> </ul>	



**STUDY**

**El Dorado County General Plan**

<http://www.co.el-dorado.ca.us/generalplan/>

- Coordinate the Transportation System with the Land Use Plan to ensure that new development is efficiently, safely, and conveniently accessed. The Circulation Map adopted as a part of this element will show all existing and planned arterial and collector roads. The transportation system will be consistent with the Regional Highway System (RHS) and make the most efficient use of the County's existing regional highway system.
- Develop and enforce safe and efficient roadway design standards that consider the variety of terrain and environmental conditions throughout the County and minimize the degradation of environmental quality.
- Ensure that safe and efficient transportation and circulation facilities are provided for concurrently with new development.
- Distribute the costs for necessary transportation improvements equitably among those who will burden the system and who will benefit from the improvements.
- Improve interchanges along U.S. Highway 50 and the roadway system in the central urban corridor extending from the Sacramento/El Dorado County Line to Camino.
- Development projects directly or cumulatively affecting State highways shall mitigate impacts, while recognizing level of service standards and expectations for the future funding for highway improvements.
- Provide a regional highway system which, to the extent practical, is compatible with the physical environment, enhances the environmental quality, and conserves the natural resources of the County.
- Maintain LOS "E" on all County roads. The annual Capital Improvement Program shall target those areas where LOS or safety standards are not being met.
- Identify public transportation system improvements throughout the County to meet the needs of both the general public and the public transportation dependent.
- Assist in providing multi-modal transportation service to all residents of the County.
- Increase commuter usage and service.
- Plan for the extension of rail service from Sacramento into El Dorado County.
- Identify and support the implementation and development of assistance to the public transportation dependent.



<b>STUDY</b>	<p><a href="http://elib.cs.berkeley.edu/docs/data/0700/781/HYPEROCR/hyperocr.html">Placer County General Plan Update</a>  <a href="http://elib.cs.berkeley.edu/docs/data/0700/781/HYPEROCR/hyperocr.html">http://elib.cs.berkeley.edu/docs/data/0700/781/HYPEROCR/hyperocr.html</a></p>
<b>AGENCY</b>	Placer County
<b>DATE</b>	August 16, 1994
<b>PURPOSE</b>	<p>The General Plan outlines the following broad purposes for the general plan process:</p> <ul style="list-style-type: none"> <li>▪ To expand the capacity of local government to analyze local and regional conditions and needs in order to respond effectively to the problems and opportunities facing the community;</li> <li>▪ To define the community's environmental, social, and economic goals;</li> <li>▪ To record the local government's policies and standards for the maintenance and improvement of existing development and the location and characteristics of future development;</li> <li>▪ To provide citizens with information about their community and with opportunities to participate in setting goals and determining policies and standards for the community's development;</li> <li>▪ To foster the coordination of community development and environmental protection activities among local, regional, state, and federal agencies;</li> <li>▪ To guide and coordinate the many actions and day-to-day decisions for local government that are necessary to developing and protecting the community.</li> <li>▪ To provide local decision makers and the community with a forum for resolving conflicts among competing interests and values.</li> </ul>
<b>SUMMARY</b>	<p>The law specifically requires that the general plan address seven topics or "elements". These are land use, circulation (transportation), housing, conservation, open space, noise, and safety. The plan must analyze issues of importance to the community, set forth policies in text and diagrams for conservation and development, and outline specific programs for implementing these policies.</p>
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<ul style="list-style-type: none"> <li>▪ To promote the wise, efficient, and environmentally-sensitive use of Placer County lands to meet the present and future needs of Placer County residents and businesses.</li> <li>▪ To provide adequate land in a range of residential densities to accommodate the housing needs of all income groups expected to reside in Placer County.</li> <li>▪ To designate adequate commercial land for and promote development of commercial uses to meet the present and future needs of Placer County residents and visitors and maintain economic vitality.</li> <li>▪ To establish and maintain interconnected greenbelts and open spaces for the protection of native vegetation and wildlife and for the community's enjoyment.</li> <li>▪ The County shall encourage the use of bicycles as an alternative mode of travel for recreational purposes in scenic corridors.</li> <li>▪ To provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation.</li> <li>▪ The County shall require that bikeways recommended in the Bikeways/Trails Master Plan be developed when roadway projects are constructed and when street frontage improvements are required of new development.</li> </ul>	



**STUDY**

**Placer County General Plan Update**

<http://elib.cs.berkeley.edu/docs/data/0700/781/HYPEROCR/hyperocr.html>

- To provide for the long-range planning and development of the county's roadway system to ensure the safe and efficient movement of people and goods.
- Placer County shall recommend that a ramp-metering program for the 1-80 corridor between Auburn and the Sacramento County line be included in the next Regional Transportation Plan (RTP) prepared by the Placer County Transportation Commission (PCTC).
- To promote a safe and efficient mass transit system, including both rail and bus, to reduce congestion, improve the environment, and provide viable non-automotive means of transportation in and through Placer County.
- To maximize the efficient use of transportation facilities so as to: 1) reduce travel demand on the county's roadway system; 2) reduce the amount of investment required in new or expanded facilities; 3) reduce the quantity of emissions of pollutants from automobiles; and 4) increase the energy-efficiency of the transportation system.
- To maintain a balanced freight transportation system to provide for the safe and efficient movement of goods.



<b>STUDY</b>	<p><a href="http://www.saccounty.net/general-plan/gp-home.html">County of Sacramento General Plan</a>  <a href="http://www.saccounty.net/general-plan/gp-home.html">http://www.saccounty.net/general-plan/gp-home.html</a></p> <p>Updates  <a href="http://www.saccounty.net/planning/gpupdate/gpu-index.html">http://www.saccounty.net/planning/gpupdate/gpu-index.html</a></p>
<b>AGENCY</b>	County of Sacramento
<b>DATE</b>	December 15, 1993
<b>PURPOSE</b>	<p>The General Plan strategy which supports new approaches and new directions is based upon the beliefs that:</p> <ul style="list-style-type: none"> <li>▪ The environmental impacts of growth are inadequately mitigated at the project scale, and, because they are inadequately mitigated, accumulate at the regional scale. Among them are the impacts which fall on infrastructure, air quality, and the fiscal base of the respective jurisdictions.</li> <li>▪ Inadequate mitigation works as an incentive to growth on the urban periphery and as a disincentive to regional planning that seeks to mitigate these impacts.</li> <li>▪ Intra-regional competition for employment, tax revenues and growth in general compromises the achievement of regional coordination necessary to address transportation and air quality issues.</li> <li>▪ These issues can best be addressed by land use plans in all communities in the region that seek to balance housing, support services, and employment at small rather than large geographic scales, and that create major centers of employment and public interest linked by balanced rather than specialized transportation systems.</li> </ul>
<b>SUMMARY</b>	Specific land use, circulation, open space, safety, noise, air quality, conservation and housing “elements” are part of the general plan.
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<ul style="list-style-type: none"> <li>▪ An orderly pattern of land use that concentrates urban development, enhances community character and identity through the creation and maintenance of neighborhoods, is functionally linked with transit, and protects the County's natural, environmental and agricultural resources.</li> <li>▪ Accommodate projected population and employment growth in areas where the appropriate level of public infrastructure and services are or will be available during the planning period.</li> <li>▪ Additional population and employment growth accommodated in areas having the potential for redevelopment. One percent of projected housing demand (1,000 new residential units) located in unincorporated redevelopment areas.</li> <li>▪ Sixty-six percent of projected population growth accommodated through the development of urban uses on vacant urban and underutilized Agricultural-Residential lands: 21,900 units (23%) in established urban and Agricultural-Residential communities, 35,100 units (37%) in planned communities, and 5,300 units (6%) on excess industrial office park acreage.</li> <li>▪ Thirty percent of projected population growth (28,300 units) accommodated through efficient transit-oriented development in new urban growth areas at the urban fringe.</li> <li>▪ Neighborhoods with a balanced mix of employment, neighborhood service and different housing types.</li> <li>▪ Communities, neighborhoods, and single projects that promote pedestrian circulation and safety through amenities, good design, and a mix of different land uses in close proximity.</li> <li>▪ A community wide pattern of development with the most intensive land uses in close proximity to transit stops.</li> </ul>	



<b>STUDY</b>	<p><b>County of Sacramento General Plan</b>  <a href="http://www.sacounty.net/general-plan/gp-home.html">http://www.sacounty.net/general-plan/gp-home.html</a></p>
	<p>Updates  <a href="http://www.sacounty.net/planning/gpupdate/gpu-index.html">http://www.sacounty.net/planning/gpupdate/gpu-index.html</a></p>
<ul style="list-style-type: none"> <li>▪ New development that accommodates projected population increases, yet provides direct and multiple pedestrian and a automobile linkages to other developments, maintains community identity, and is compatible with existing neighborhoods.</li> <li>▪ High intensity, mixed use neighborhoods that provide a pedestrian environment and are closely linked to transit.</li> <li>▪ A sufficient, yet efficient supply of parking.</li> <li>▪ Sacramento County shall conduct planning for road, parking, clean alternative fuel and low emission vehicles, transit, clean intercity rail, bikeway, and pedestrian facilities in a manner that is consistent with achieving air quality goals.</li> <li>▪ Require full and accurate analysis of all alternatives for public transit, including expanded bus service, private carrier operations, road capacity improvements, and rail transit, prior to committing funds for construction. Evaluation shall specifically include full social and economic costs and benefits, as well as net system effects and per-new-rider costs.</li> <li>▪ Encourage transit, bicycle, and pedestrian projects when making decisions for the expenditure of discretionary local, state, or federal funds and in the Sacramento County Capital Improvement Program and the Congestion Management Plan.</li> <li>▪ Sacramento County shall reduce automobile travel demand by promoting mixed use development throughout the County, including the development of neighborhood support commercial services in areas that are primarily residential.</li> <li>▪ Sacramento County shall support a minimum level transit service in suburban areas of the county that do not have the densities to generate sufficient ridership to justify high quality transit service so that transit dependent residents of those areas are not cut off from community services, events, and activities.</li> <li>▪ Sacramento County shall regulate truck travel as appropriate for the transport of goods, consistent with circulation, air quality, congestion management, and land use goals.</li> <li>▪ Sacramento County shall support the development of multimodal centers with passenger facilities for heavy rail, light rail, and bus.</li> <li>▪ Sacramento County will support the expansion of transit service to and within commercial airports.</li> <li>▪ Sacramento County shall continue to support intercity bus transportation and intermodal links with the downtown bus terminal.</li> </ul>	



<b>STUDY</b>	<a href="http://www.co.sutter.ca.us/depts/cs/ps/PDF/General_Plan-Policy_Document.pdf">Sutter County General Plan http://www.co.sutter.ca.us/depts/cs/ps/PDF/General_Plan-Policy_Document.pdf</a>
<b>AGENCY</b>	Sutter County
<b>DATE</b>	November 25, 1996
<b>PURPOSE</b>	<p>Carrying out California State law, the Sutter County General Plan serves the following purposes:</p> <ul style="list-style-type: none"> <li>▪ To define the community's environmental, social, and economic goals;</li> <li>▪ To provide citizens with information about their community and to provide them with opportunities to participate in the planning process;</li> <li>▪ To provide a forum for resolving conflicts among competing interests and values;</li> <li>▪ To provide for the coordination of community and environmental protection activities among local, regional, state and federal agencies;</li> <li>▪ To guide and coordinate the actual development of the community.</li> </ul>
<b>SUMMARY</b>	<p>The Policy Document is divided into nine sections or elements. Those sections are:</p> <ul style="list-style-type: none"> <li>▪ Land Use</li> <li>▪ Transportation and Circulation</li> <li>▪ Public Facilities and Services</li> <li>▪ Conservation/Open Space - Natural Resources</li> <li>▪ Conservation/Open Space - Recreation and Cultural Resources</li> <li>▪ Agricultural Resources</li> <li>▪ Health and Safety</li> <li>▪ Noise</li> <li>▪ Rural Communities and Area Plans</li> </ul> <p>(The Housing Element is bound as a separate document.)</p> <p>Each section of the Policy Document includes several goals relating to different subject areas in that section. For each goal there can be several policies that set forth the criteria or commitment that is to be adhered to, and in some cases a set of implementation programs.</p>
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<ul style="list-style-type: none"> <li>▪ The County shall plan, design and regulate roadways in accordance with the functional classification system and circulation diagram contained within the Circulation section. The County shall require that road rights-of-way be wide enough to accommodate all necessary road improvements identified in Table 4 to handle forecasted travel volume(s) at or above adopted service level standards.</li> <li>▪ All streets and roadways shall be dedicated and improved to the roadway design standards as generally defined in this section and the roadway design standards maintained by the Public Works Department. Exceptions may be necessary but should be kept to a minimum and shall be permitted only upon determination by the Public Works Director and Community Services Director that safe and adequate public access and circulation are preserved by such exceptions.</li> <li>▪ Intersection spacing on roadways should be maximized. Driveway encroachment should be minimized. Access control restrictions for each class of roadway are specified on Table 6.</li> <li>▪ The County shall strive to develop and manage its roadway system to maintain a minimum Level of Service D (LOS D).</li> <li>▪ The County's level of service standards for the state highway system shall be those standards adopted in the Bi-County Congestion Management Plan.</li> </ul>	



**STUDY**

**Sutter County General Plan**

[http://www.co.sutter.ca.us/depts/cs/ps/PDF/General\\_Plan-Policy\\_Document.pdf](http://www.co.sutter.ca.us/depts/cs/ps/PDF/General_Plan-Policy_Document.pdf)

- The County shall require all new development projects to analyze their contribution to increased traffic and to implement improvements necessary to address the increase.
- The County shall assess fees on new development sufficient to cover the costs of the project's impact on the local and regional transportation system.
- The cities and the County shall attempt to coordinate the establishment of future road alignments within the cities' sphere of influence which would reserve the maximum right-of-way as shown in Table 6, General Roadway Standards by Functional Class or as determined jointly by the cities and County. Future road alignments and extensions should consider build out of the sphere of influence, logical east-west and north-south roadway extensions and ultimate desired circulation patterns.
- The County shall maintain ongoing coordination with the Bi-County Transportation Commission, Caltrans, SACOG and other jurisdictions to address local and regional transportation issues.
- The County shall encourage and support projects that will improve traffic flows and safety on Highway 99.
- The County shall support, as appropriate, major highway projects including Route 102 that will improve traffic flows and safety within Sutter County.
- The County shall encourage the City of Yuba City and Caltrans to explore the feasibility of synchronizing signalized intersections on Highway 20, Highway 99 and other main arterials to improve traffic flows.
- The County shall encourage, where feasible, the development of local roads parallel to State Highways to reduce congestion and increase traffic safety on state facilities.
- The County shall work with Yuba-Sutter Transit to plan and implement appropriate transit services within the County.
- The County shall encourage Yuba-Sutter Transit to comment on development proposals to ensure that appropriate transit facilities are addressed.
- Where feasible, the County shall encourage the development of rideshare facilities within underutilized parking lots or new proposed parking areas.
- The County shall strongly encourage expansion of freight and passenger rail service and facilities within Sutter County.
- Protection and enhancement of existing rail facilities shall be encouraged. In instances where rail lines are considered for abandonment, efforts should be made to convert these corridors into bike-pedestrian paths or other similar uses.
- The County shall work toward developing a comprehensive and safe system of bicycle routes that will serve both commuter and recreational cyclists through ongoing implementation of the Yuba-Sutter Bikeway Master Plan to the extent feasible and where funding is available.
- The County shall continually attempt to identify and pursue available sources of funding for the planning, development and improvement of bikeways.



<b>STUDY</b>	<p><a href="http://www.yolocounty.org/PPW/planning/general_plan_documents.htm">Yolo County</a>  <a href="http://www.yolocounty.org/PPW/planning/general_plan_documents.htm">http://www.yolocounty.org/PPW/planning/general_plan_documents.htm</a></p>
<b>AGENCY</b>	<p>Yolo County Community Development Agency</p>
<b>DATE</b>	<p>July, 1993</p>
<b>PURPOSE</b>	<p>This General Plan organizes Yolo County’s perceptions of present and future problems, outlines how the County plans to deal with them, and prescribes some procedures to move toward their resolution.</p>
<b>SUMMARY</b>	<p>Following is a <b>concise list of the basic goals</b> expressed in this Yolo County General Plan and related Plan documents:</p> <ul style="list-style-type: none"> <li>▪ Wise land use based on both physical and social characteristics of the County.</li> <li>▪ Protect prime and other agricultural land from urban development.</li> <li>▪ Provide for industrial growth in the County to provide employment, services, and tax base while minimizing hazards and nuisances and while conserving resources and agricultural lands.</li> <li>▪ Provide recreational opportunities.</li> <li>▪ Encourage conservation (energy, open space, and materials).</li> <li>▪ Maintain good road conditions.</li> <li>▪ Provide for and encourage alternate transportation modes (bus, pedestrian, bike).</li> <li>▪ Correct Zoning Ordinance violations.</li> <li>▪ Provide decent and affordable housing.</li> <li>▪ Establish natural and wildlife areas (preserves).</li> <li>▪ Create urban open spaces, green belts, and scenic highways.</li> <li>▪ Conserve and manage water resources (groundwater, stream, and the Delta).</li> <li>▪ Make land use compatible with culture and rural setting.</li> <li>▪ Work on noise problems and their solutions.</li> <li>▪ Control pollution.</li> <li>▪ Provide services for elderly and handicapped.</li> <li>▪ Provide for seismic safety.</li> <li>▪ Work to improve air quality.</li> <li>▪ Promote Health and Safety.</li> <li>▪ Discourage urban sprawl.</li> <li>▪ Discourage segregation in neighborhoods.</li> <li>▪ Preserve County history and historical sites.</li> <li>▪ Ensure that efficient utility service is provided.</li> <li>▪ Control erosion and practice soil management.</li> <li>▪ Aesthetics - landscaping to enhance the community and preservation of rural scenery.</li> <li>▪ Provide health services.</li> <li>▪ Control flooding and avoid the effects of flooding.</li> <li>▪ Continue to improve existing urban uses and place new urban uses in existing planned urban areas.</li> <li>▪ Conserve natural resources.</li> <li>▪ Conserve and enhance cultural resources.</li> <li>▪ Avoid, mitigate, or eliminate hazards and nuisances.</li> <li>▪ Periodically upgrade the General Plan and its implementing systems.</li> <li>▪ Maintain and enhance an effective planning agency.</li> </ul>



<b>STUDY</b>	<p><b>Yolo County</b>  <a href="http://www.yolocounty.org/org/PPW/planning/general_plan_documents.htm">http://www.yolocounty.org/org/PPW/planning/general_plan_documents.htm</a></p>
	<ul style="list-style-type: none"> <li>▪ Recognize and provide the means to achieve the needs of the statewide goals and objectives.</li> <li>▪ Provide long term assurance of the terms of permits and approvals.</li> <li>▪ Increase interagency cooperation and cooperation with individuals and institutions to more effectively achieve the goals of this Plan.</li> <li>▪ Protect property values.</li> <li>▪ Resolve the Issues set forth in this Plan.</li> <li>▪ Improve the beauty, peace, and quiet of the County.</li> <li>▪ Assure that the costs of new development are borne by the beneficiaries of such development.</li> <li>▪ Increase the speed and reduce the cost of providing governmental services.</li> </ul>
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<ul style="list-style-type: none"> <li>▪ Yolo County shall use land use planning to reduce auto travel and encourage alternative transit and transportation. Specific devices include:             <ul style="list-style-type: none"> <li>– Increased densities in multiple activity centers.</li> <li>– Multiple activity centers on transportation corridors.</li> <li>– Restrain urban development to presently planned areas.</li> <li>– Centrally locate government offices and services.</li> <li>– Evaluate new development proposals for impact on energy consumption changes.</li> <li>– Avoid major trip generators in scattered locations or at the urban fringe.</li> <li>– Require bicycle and pedestrian ways in all new development.</li> <li>– Discourage sprawl.</li> </ul> </li> <li>▪ Yolo County shall require the design of buildings, sidewalks, and other public facilities and transportation modes to facilitate their use by the handicapped.</li> <li>▪ Yolo County shall plan, develop, and maintain a comprehensive, coordinated transportation system and road net to insure all persons the opportunity for safe, efficient, convenient, and pleasant movement of persons and goods without substantial congestion or delay, while encouraging greater efficiency, including the substitution of alternate transportation and consideration of ground, air, and water modes.</li> <li>▪ Yolo County shall seek to design and implement a circulation and transportation system which:             <ul style="list-style-type: none"> <li>– Reduces conflicts between land use and circulation-transportation</li> <li>– Shields adjoining areas and community from noise, fumes, dust, and congestion.</li> <li>– Promotes new non-polluting forms of transportation.</li> <li>– Requires routing, construction, and operation of transportation facilities to protect or enhance environmental quality.</li> <li>– Develops intracommunity ties by creating a functional and aesthetically pleasing system of transportation corridors, pedestrian and bicycle ways and landscaped open areas which harmonize development in areas of transition.</li> </ul> </li> <li>▪ Yolo County shall seek to establish, expand, and improve a balanced public transportation system, integrated with the Regional System, to meet basic transportation needs as expeditiously as possible; to encourage diversion of substantial numbers of riders from autos to transit; to meet the transportation needs of the elderly, the handicapped, and the young; and to facilitate interconnections with other modes of transit.</li> </ul>	



<b>STUDY</b>	<p><a href="http://www.yubacomdev.org/planning/gp/1996GP_Vol2_Complete.pdf">Yuba County General Plan</a>  <a href="http://www.yubacomdev.org/planning/gp/1996GP_Vol2_Complete.pdf">http://www.yubacomdev.org/planning/gp/1996GP_Vol2_Complete.pdf</a></p>
<b>AGENCY</b>	<p>Yuba County</p>
<b>DATE</b>	<p>December 1996</p>
<b>PURPOSE</b>	<p>According to the <i>State General Plan Guidelines</i>, the process of adopting and implementing the Yuba County General Plan serves to:</p> <ul style="list-style-type: none"> <li>▪ Identify the community's land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development.</li> <li>▪ Provide a basis for local government decision making, including a "nexus", or connection, to support development exactions (fees or other requirements).</li> <li>▪ Provide citizens with opportunities to participate in the planning and decision making processes of local government.</li> <li>▪ Inform citizens, developers, decision makers, and other cities and counties of the ground rules that will guide development within the community.</li> <li>▪ Bridge the gap between community values and actual physical decisions.</li> </ul>
<b>SUMMARY</b>	<p>The general plan must address seven "elements" or subjects: land use, circulation (transportation), housing, open space, conservation, safety, and noise. These elements must address the following issues:</p> <ul style="list-style-type: none"> <li>▪ The land use element designates the general distribution and intensity of uses of the land for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private uses.</li> <li>▪ The circulation element is correlated with the land use element and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other local public utilities and facilities.</li> <li>▪ The housing element is a comprehensive assessment of current and projected housing needs for all segments of the community and all economic groups. In addition, it embodies policy for providing adequate housing and includes action programs for this purpose.</li> <li>▪ The conservation element addresses the conservation, development, and use of natural resources including water, forests, soils, rivers, and mineral deposits.</li> <li>▪ The open space element details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, public health and safety, and agricultural land.</li> <li>▪ The noise element identifies and appraises noise problems within the community and forms the basis for land use distribution.</li> <li>▪ The safety element establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and fire hazards.</li> </ul>



**STUDY**

[Yuba County General Plan](http://www.yubacomdev.org/planning/gp/1996GP_Vol2_Complete.pdf)

[http://www.yubacomdev.org/planning/gp/1996GP\\_Vol2\\_Complete.pdf](http://www.yubacomdev.org/planning/gp/1996GP_Vol2_Complete.pdf)

**RECOMMENDATIONS FROM DOCUMENT**

- Adequate opportunity for higher densities in a variety of locations, including single family, multiple family and cluster developments.
- Industrial/business parks shall be located with access to the regional transportation network and in areas where adequate infrastructure and services are available or can be made available.
- Diversify and expand the local economy, including promotion of recreation and tourism, while retaining the benefits of growth locally.
- The utilization of sites along State Highways 70, 65 and 20 by uses which would attract business activity from traffic passing through Yuba County shall be encouraged and promoted.
- Development of a comprehensive circulation system providing adequate levels of service while minimizing vehicle miles traveled (VMT) through appropriate application of alternative forms of transportation, including consideration of existing rail lines in future transportation planning.
- Development of a program to regularly monitor traffic levels to confirm the adequacy of current roadway improvements and assist in prioritizing future improvements.
- Closely coordinate land use planning and transportation planning to assure that roadways and other forms of transportation are adequate to handle projected need.
- Continuing promotion of regional transportation planning through appropriate intergovernmental forums, including but not limited to the regular update of the Yuba Sutter Congestion Management Plan.
- Evaluation and consideration of the effects of future land use changes on regional circulation, including State Highways 65, 70 and 20, as part of future land use decision making.
- Through-traffic routes and truck routes shall be designated by the County to discourage the use of neighborhood roadways, particularly Local/Residential Streets, by truck traffic.
- Project-specific environmental reviews shall include alternative roadway alignments that reduce or avoid impacts to nearby residents and businesses.
- Identification and incorporation of bikeways into the circulation system where it is determined that non-automobile travel modes are appropriate.
- Utilitarian and commuter bicycling facilities shall have higher priority than recreational facilities. Utilitarian trips include those made to work, school, shopping, appointments and similar destinations.
- The needs of bicyclists shall be considered when new roads are constructed or existing roads are upgraded.
- Secure bicycle parking shall be provided at or near public buildings, business districts, parks, playgrounds, shopping centers, schools, transit terminals, bus stops, and other bicycle traffic generators.
- The County shall promote mixed use development projects which incorporate residential, commercial and employment opportunities in a manner which reduces dependence on the private automobile.
- Adoption of the Yuba-Sutter Bikeway Master Plan and establishment of an ongoing bikeway and trail facility planning and development process under the auspices of an interested group such as the Trails Commission.
- Promote alternatives to single occupant automobile commuting, including paratransit, public transit and various forms of non-automotive travel, in order to reduce roadway congestion and enhance air quality.
- Promote development patterns which reduce automobile trips, including out-of-county commutes, in order to reduce traffic congestion and improve air quality.
- As population increases, the County shall support the development of multimodal transportation centers which integrate heavy rail, light rail and bus services.



<b>STUDY</b>	<b>Sacramento Transportation ARea NETwork (STARNET) Needs Assessment</b>
<b>AGENCY</b>	SACOG
<b>DATE</b>	November 2001
<b>PURPOSE</b>	<p>The STARNET system design is based on an open and modular system architecture that facilitates system and subsystem component integration through standard communications interfaces.</p> <p>Several meetings were conducted with the agencies who currently had deployed transportation related systems within the Sacramento metropolitan area. During these meetings, the goal was to collect information regarding their hardware and software, as well as discuss agencies' goals and objectives relative to the <u>sharing and exchange of data/information within the region</u>.</p> <p>The following list summarizes the high-level needs for STARNET.</p> <ul style="list-style-type: none"> <li>▪ Ability to share cross jurisdictional signal timing data to improve traffic flow</li> <li>▪ Ability to identify incidents which impact upstream/downstream traffic flow</li> <li>▪ Ability to share video among agencies</li> <li>▪ Ability to centrally archive traffic volumes</li> </ul>
<b>SUMMARY</b>	<p>"This document has identified an architectural approach that essentially <b>centralizes the data processing activity and provides a uniform data and control interface to the various stakeholders in the region</b>. This is not the only approach that could be followed. In other parts of the country, agencies with similar goals to the STARNET stakeholders have opted for system architectures that distribute the processing throughout the agencies involved in a peer-to-peer configuration. While this type of an approach has performance benefits and affords greater functionality for the user community, it was deemed that such an approach for STARNET would require unnecessary capital investment for the initial functional requirements identified as part of this conceptual development process."</p>
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<p>Specific improvements and recommendations are outlined in the report for the following interfaces with the STARNET system:</p> <ul style="list-style-type: none"> <li>▪ City of Roseville</li> <li>▪ City of Sacramento</li> <li>▪ Caltrans RTMC</li> <li>▪ Regional Transit</li> <li>▪ Sacramento County</li> </ul>	

**STUDY**
**Sacramento Transportation ARea NETwork (STARNET)  
Needs Assessment**

For new agencies, the following recommendations are presented:

**New Agencies (with traffic operations system)**

For new agencies with an existing Traffic Operations Center, it is also assumed that an existing video switcher and viewing system is already in place. If the new agency has devices and traffic data it would like to make available to the STARNET system, the Adapters and Device Servers (e.g., CCTV, Signals, DMS) would need to also be developed.

**New Agencies (device monitoring only)**

For new agencies that desire only device monitoring, a PC capable of web browsing is needed. If CCTV video-in-a-window viewing is desired, then there will need to be an ATM Network switch and frame grabber hardware in the PC. If a system of digitizing the CCTV video and making it available to the Internet is put in place, then the ATM switch and frame grabber would not be necessary to view CCTV video within the web browser.

**Backbone Communications**

While not specific to a single agency, a significant commitment is required to support the communications required for the STARNET deployment. As mentioned in this document, a preliminary communications analysis must be completed early-on in the design phase to capture the available options and summarize the costs / benefits associated with each approach. As part of the STARNET Needs Assessment analysis for each of the participating agencies, an assumption was made that an ATM communications backbone would be utilized. This was selected as a "best-case" scenario for system performance.

There may be other opportunities, which should be explored during the preliminary engineering phase of this project, to solidify the communications aspect of this project. If budget considerations require a less costly approach, the functionality of the system may be reduced. However, this must be assessed as part of the detailed system design process.



<b>STUDY</b>	City of Elk Grove Intelligent Transportation Systems Master Plan
<b>AGENCY</b>	City of Elk Grove
<b>DATE</b>	November 2004
<b>PURPOSE</b>	The Elk Grove Intelligent Transportation Master Plan Project is to assess existing traffic signal operations on major arterials and to develop a plan to accommodate future development by providing the groundwork for future systems integration within the City of Elk Grove and between City systems and other external systems and agencies including but not limited to the City of Sacramento, the County of Sacramento, Sacramento Area Council of Government (SACOG) and Sacramento County Regional Transit. The Master Plan contains a concept plan as well as phased implementation plan.
<b>SUMMARY</b>	The report includes an existing needs analysis, technology analysis, functional requirements, communications analysis, funding alternatives, improvements recommendations, and an implementation plan.
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
Short-term recommendations for communication and ITS element improvement, include the following:	
<ul style="list-style-type: none"> <li>▪ Connection between Laguna/Bond Master location and Corporation Yard (Corp Yard wiring)</li> <li>▪ Upgrade City’s existing onstreet system. Replace controllers/cabinets as needed and add system detectors on all segments (all construction during Phase 2 unless otherwise noted)</li> <li>▪ Coordinate border signal responsibilities with the County of Sacramento and Caltrans where applicable</li> <li>▪ Monitor recommended policy and process for collecting impact fees for ITS purposes or in-kind equipment/materials. Revise as necessary. Top defray program expenses, continue to require installation of new/upgraded conduit and equipment as a condition of new development or redevelopment</li> </ul>	
Mid-term recommendations include:	
<ul style="list-style-type: none"> <li>▪ Initiate Traffic Management Center (TMC) in new Corporation Yard to manage signals and other devices (i.e. CCTV, DMS, etc.) (only if not done in the short term)</li> <li>▪ Interconnect more signalized intersections and system detectors to new traffic control system</li> <li>▪ Provide new conduit and twisted pair cabling to complete system on various roadways (specified in report)</li> <li>▪ Upgrade existing twisted pair communication system to fiber optic cable on various roadways (specified in report). Add CCTV and system detectors.</li> <li>▪ Deploy CCTV Cameras at key intersections</li> <li>▪ Deploy approximately four dynamic message signs (DMS), appropriate locations to be identified</li> </ul>	
Long-term recommendations include:	
<ul style="list-style-type: none"> <li>▪ Expand fiber optic communications system</li> <li>▪ Expand CCTV system to include additional portions of Calvine, Sheldon, Bond and Elk Grove Blvd. as needed</li> </ul>	



**STUDY**

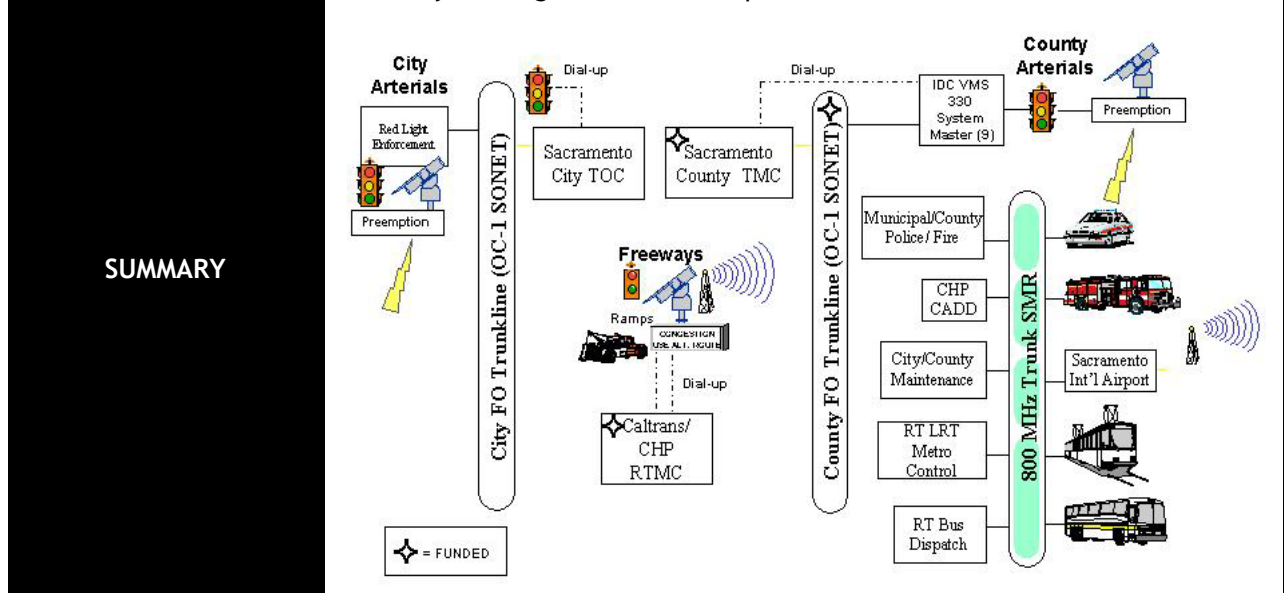
**City of Elk Grove Intelligent Transportation Systems Master Plan**

- Expand DMS system by deploying approximately six additional signs, appropriate locations to be determined
- Provide advanced traveler information (ATIS) system and disseminate concise, useful road and traffic condition reports to drivers
- Negotiate agreements with Regional Transit and cooperate on providing compatible transit enhancements



<b>STUDY</b>	Sacramento Regional ITS Architecture
<b>AGENCY</b>	Sacramento Regional ITS Partnership
<b>DATE</b>	June 2001
<b>PURPOSE</b>	The Regional ITS Architecture for the Sacramento area proposes the ideal synthesis of cross-functional projects and sub-projects to better enhance and integrate the ITS infrastructure, functions and operations to achieve immediate and long term regional benefits to the residents of the Sacramento metropolitan area. Although benefit is realized through the deployment of individual ITS projects such as signal timing and control, the real benefit of ITS is achieved through the integration of systems and institutions. This region is still in the process of accomplishing these goals, demonstrated by documentation in this Report.

The figure below excerpted from the report summarizes ITS deployments currently existing or under development:



**RECOMMENDATIONS FROM DOCUMENT**

Recommendations in the architecture pertained to ITS planning and institutional issues include:

- Member agencies of the ITS Partnership pursue funding for a Regional Information Network that will allow regional integration or center-to-center communications between all traffic management and operations centers in the Sacramento area.
- A "user needs" study that will represent the result of individual systems review for: City of Sacramento, City of Roseville, Sacramento Regional Transit District (RT), Sacramento County, City of Citrus Heights and Caltrans. This study will identify some preliminary costs for systems integration, identify interface issues perhaps it will identify some additional benefits, preliminary to the Early Deployment Plan.



<b>STUDY</b>	<p><a href="http://www.pctpa.org/placerparkway/index.htm">Placer Parkway Interconnect Project</a>  <a href="http://www.pctpa.org/placerparkway/index.htm">http://www.pctpa.org/placerparkway/index.htm</a></p>
<b>AGENCY</b>	Placer County Transportation Planning Agency
<b>DATE</b>	January 2000
<b>PURPOSE</b>	<p>The general purpose of Placer Parkway as identified in the Conceptual Plan includes the following:</p> <ul style="list-style-type: none"> <li>▪ Maximize mobility with a high-speed route that provides reliable inter-regional travel times over the long term (beyond 20 years) for the movement of people and goods, thereby facilitating access to jobs and accommodating growth under existing General Plans;</li> <li>▪ Avoid inducing urban growth in the agricultural areas not designated for development in existing General Plans, and maintain the rural character of west Placer County and South Sutter County;</li> <li>▪ Minimize environmental impacts;</li> <li>▪ Improve public safety.</li> </ul> <p>As such, Placer Parkway is also an important component of the SACOG 2025 Metropolitan Transportation Plan.</p>
<b>SUMMARY</b>	<ul style="list-style-type: none"> <li>▪ <b>Phase 1:</b> Identify feasible corridor alternatives. As described in the Placer Parkway Corridor Preservation update: "Placer Parkway is envisioned to be an approximate 15-mile long high-speed transportation facility to connect State Route (SR) 65 in Placer County and SR 70/99 in Sutter County. It will link existing and planned development in the two counties. The Placer Parkway will also improve access to downtown Sacramento and to the Sacramento International Airport. Other transportation modes, such as bus rapid transit, may be developed in the corridor as well. The aim of the project is to preserve a corridor for right-of-way acquisition in this rapidly growing area."</li> <li>▪ <b>Phase 2:</b> Environmental Impact Statement/Environmental Impact Report</li> </ul>
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<ul style="list-style-type: none"> <li>▪ Several modifications to the proposed alignments are outlined in the Technical Memorandum (11 combinations of these conceptual alternative alignments are described). The PSR noted these subsequent studies would likely result in refinements to the corridor alternatives to avoid environmental issues that are identified.</li> <li>▪ Work with the Sutter and Placer County staff to more specifically identify farm units, and evaluate corridor alignments using this information to minimize agricultural impacts.</li> <li>▪ Modify alignments to reduce impacts to biological resources (for example, snake and bird habitats, and pool complexes)</li> <li>▪ Modify each PSR (Project Study Report) corridor alignment alternative to avoid or minimize effects on resources such as vernal pools, existing communities and agricultural lands</li> <li>▪ identify a corridor through the central and western segments that could avoid most impacts to existing communities, homes and businesses – either by adjusting the alignment that connects at Sankey Road northward slightly to avoid displacement of homes and businesses along Sankey Road, or by routing an alignment north of the Baseline community, then through the abandoned nursery property on Pleasant Grove Road and south of the existing industries on Pacific Avenue.</li> </ul>	



**STUDY**

**Placer Parkway Interconnect Project**  
<http://www.pctpa.org/placerparkway/index.htm>

- Based on an analysis of the available cultural resources data presented above, the southern corridor alignments in the vicinity of the historic ranch complex should be considered a significant environmental impact that would be difficult to mitigate. This alignment should be moved to the west in this location to avoid this resource.
- It would be possible modify the PSR corridor alignment alternatives through the central segment that would reduce impacts to the developed environment and conflicts with major planned developments. The Placer Ranch and De La Salle University and Community development proposals are very recent in comparison. Because these projects are in the early conceptual stages, it is recommended that the Placer Parkway process use best efforts to coordinate with the Placer County’s planning process for Placer Ranch and De La Salle University and Community as these projects proceed.



<b>STUDY</b>	<p><b>Elk Grove-Rancho Cordova-El Dorado Connector Concept Plan</b> Southeast Corridor Study Draft</p>
<b>AGENCY</b>	<p>SACOG (Prepared by DKS Associates, The Hoyt Company, LandPeople)</p>
<b>DATE</b>	<p>August 31, 2004</p>
<b>PURPOSE</b>	<p>Two primary goals:</p> <ul style="list-style-type: none"> <li>▪ To engage a wide range of stakeholders in a discussion of purpose and need for the Connector project. The emphasis in this discussion was stakeholder input, specifically stakeholder needs and benefits.</li> <li>▪ Develop a range of conceptually-defined project alternatives to begin the process of identifying viable project alternatives to be taken into a more detailed, technical environmental process. The emphasis was brainstorming, documenting ideas, and formulating alternatives.</li> </ul> <p>This study was intended to generate a wide range of stakeholder input on project purpose and need for the Connector corridor, and to define a set of conceptually-defined project alternatives to be considered in the environmental review process.</p>
<b>SUMMARY</b>	<p>The "Elk Grove-Rancho Cordova-El Dorado Connector" will link residential areas and employment centers in the corridor, relieving congestion on the overcrowded existing two-lane roadways that currently serve the corridor. The connector concept itself is intended to meet multiple purposes:</p> <ul style="list-style-type: none"> <li>▪ Improve access and mobility, and develop new connections in the Elk Grove-Rancho Cordova-El Dorado County corridor (connecting from I-5 and State Route 99 in the south to US 50 in the east).</li> <li>▪ Preserve open space and wildlife habitat, with \$15 million to serve as seed money for a larger program to preserve open space and critical wildlife habitat in the corridor.</li> <li>▪ Enhance economic vitality by preserving accessibility to jobs centers in the corridor.</li> <li>▪ Bring jurisdictions together to maximize funding for the Connector and develop a plan to build individual segments in a coordinated and integrated fashion.</li> </ul>
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<p><b>Recommendations/Stakeholder needs identified in the study:</b></p> <ul style="list-style-type: none"> <li>▪ Bring jurisdictions together to maximize funding to the region; capture discretionary funding for cost-effective projects for the Connector.</li> <li>▪ Provide more options for travelers and the movement of goods and services to, from and within the corridor:             <ul style="list-style-type: none"> <li>– Route options (e.g. avoiding I-5, US 50 and SR 99 for shorter trips, and avoiding local/residential streets for longer trips)</li> <li>– Mode options (auto, transit, non-motorized)</li> </ul> </li> <li>▪ Coordinate the design and phasing of transportation improvements across jurisdictional lines for the Connector itself, and for intersecting roadways.</li> <li>▪ Improve safety and security of multi-modal travel in the corridor (automobile, transit bicycling pedestrian, etc).</li> <li>▪ Relieve traffic from local streets.</li> <li>▪ Balance local general plan policies and circulation goals with the regional needs of the corridor.</li> </ul>	



**STUDY**

**Elk Grove-Rancho Cordova-El Dorado Connector  
Concept Plan**

**Southeast Corridor Study Draft**

- Provide an all-weather transportation facility (i.e. not subject to flooding).
- Provide flexibility to develop appropriate levels and modes of transit service in the future, incorporating ITS elements.
- Provide better mobility for travel to/from/within the corridor.
- Enhance the accessibility and attractiveness of existing and planned employment areas in the corridor.
- Balance needs for local access to land uses and shorter trips with regional needs for longer trips.
- Establish continuity and regional identity for the Connector; develop consistent design & maintenance standards, and signage throughout the corridor.
  - Develop recreational open space in the corridor.
  - Preserve sensitive habitat in the corridor.
  - Develop and implement transportation improvements in a way that allows continuation of productive agricultural uses in the corridor.
  - Develop the Connector project in a manner that minimizes induced growth.
- Protect the natural historic, and cultural resources within the corridor.
- Enhance/maintain the livability of communities adjacent to the Connector.
- Provide/enhance access to recreational open space:
  - Vehicular (e.g. staging areas, parking, access roadways).
  - Non-motorized (e.g. hiking, biking, equestrian trails).



<b>STUDY</b>	<a href="#">Sacramento Exploratory Process</a>
<b>AGENCY</b>	Sacramento Transportation & Air Quality Collaborative
<b>DATE</b>	1998
<b>PURPOSE</b>	<p>Recognizing the urgency of the issues and challenges of developing answers to the rapid growth question commands widespread community support. In the fall of 1998, eight public agencies joined together to create the Sacramento Exploratory Process for Transportation and Air Quality. The sponsoring agencies include the Cities of Citrus Heights, Folsom, Galt, Sacramento, SACOG, Sacramento County, Sacramento Metropolitan Air Quality Management District, and Sacramento Regional Transit District.</p> <p>Aware of the fact that transportation and air quality are key elements in the future health and vitality of the region, the sponsoring agencies established the Exploratory Process to assess the need for and the possible outcome of a comprehensive planning process which would address transportation, air quality and possibly other closely-related issues (i.e., land use). This assessment was to have included recommendations concerning geographic area; likelihood of commitment and participation by affected parties; and potential for community consensus.</p>
<b>SUMMARY</b>	<p>Guiding principles of the process include:</p> <ul style="list-style-type: none"> <li>▪ Move people and goods efficiently;</li> <li>▪ Provide personal mobility and access for all people to all parts of the community;</li> <li>▪ Enhance neighborhoods;</li> <li>▪ Achieve measurable progress towards meeting air quality standards;</li> <li>▪ Encourage economic development;</li> <li>▪ Recognize political and market place realities;</li> <li>▪ Create innovative solutions; and</li> <li>▪ Recognize the regional context.</li> </ul>
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<ul style="list-style-type: none"> <li>▪ Attainment of the State Implementation Plan for Ozone.</li> <li>▪ Consideration of a multi-modal connector between Highway 50 and Interstate 80</li> <li>▪ Identify other major travel corridors and initiate procedures necessary for project implementation</li> <li>▪ Ensure better linkage between people and job centers, with a focus on job access for lower income, disabled, and senior persons.</li> <li>▪ Consideration of relevant land use initiatives to reduce travel demand and increase use of alternative modes</li> </ul>	



<b>STUDY</b>	San Joaquin Valley ITS Strategic Deployment Plan
<b>AGENCY</b>	San Joaquin Valley ITS Technical Advisory Committee and Steering Committee San Joaquin Council of Governments (SJCOG) California Department of Transportation
<b>DATE</b>	September 30, 2001
<b>PURPOSE</b>	<p>The Strategic Deployment Plan is intended to provide a starting point for regional ITS coordination, programming, and implementation efforts over the next twenty years. Over the past decade, ITS has become a recognized tool for improving the operation and efficiency of the transportation system. Several agencies in the San Joaquin Valley have already undertaken various ITS deployment efforts ranging from traffic signal system improvements to transit management systems and from enhanced emergency service Computer Aided Dispatch to freeway surveillance projects.</p> <p>The development of this Plan represents a new level of effort in the coordinated deployment of ITS projects. The objectives of the study are to:</p> <ul style="list-style-type: none"> <li>▪ Gain the participation of transportation stakeholders and community members;</li> <li>▪ Identify transportation needs that have the potential to be addressed by ITS technologies;</li> <li>▪ Evaluate which ITS elements would be beneficial, cost-effective and implementable to meet the identified needs; and</li> <li>▪ Develop a plan outlining the short-, medium-, and long-range application of ITS technology including specific operations and maintenance plans and financing.</li> </ul>
<b>SUMMARY</b>	<p>This document identifies and prioritizes ITS Projects for the San Joaquin Valley Intelligent Transportation System (ITS) Strategic Deployment Plan. These projects were prioritized through a development process that mapped the region’s needs to ITS market packages. Market Packages define ITS building blocks for meeting user needs within the guidelines defined by the National ITS Architecture.</p> <p>The selection of Market Packages was the first of two steps in the development of a full ITS system architecture for the San Joaquin Valley. A technical depiction of existing and planned ITS elements and the relationships between them, both technical and institutional, is the subject of specific sections of the Strategic Deployment Plan.</p>

**STUDY**

**San Joaquin Valley ITS Strategic Deployment Plan**

**RECOMMENDATIONS FROM DOCUMENT**

A cornerstone of the ITS Strategic Deployment Plan for the Region is the continued development of two regional Transportation Management Centers (TMCs). The recommendation in the Strategic Plan is to move forward with a more fully functional TMC for both districts that has many of the elements of a TMC in a more urban setting, but that is tailored to the urban and rural character of the Valley. Personnel in charge of the TMC will:

- Monitor traffic flow through roadway sensors and CCTV cameras at strategic locations
- Control ramp meters installed in congested freeway sections to help traffic flow more smoothly
- Serve as a focal point for regional traveler information that would include, for example, sending messages to strategically placed roadside changeable message signs (CMS) or highway advisory radio (HAR) systems and providing traveler information to kiosks located at rest areas, truck stops, etc. to allow long-distance traffic to avoid major incidents and road closures.
- Coordinate communications with the CHP to more rapidly respond to traffic incidents and better perform incident management activities



<b>STUDY</b>	Tahoe Gateway ITS Strategic Deployment Plan Report #1/Report #2
<b>AGENCY</b>	Prepared for Nevada, Sierra, Placer, El Dorado Counties and Caltrans
<b>DATE</b>	January 2002 (Report #1) / May 2002 (Report #2)
<b>PURPOSE</b>	<p>The projected growth within the study area, as well as the surrounding areas, will be significant in the next decade and beyond. This ongoing growth will continue to stress the current transportation facilities and resources of the Tahoe Gateway Region beyond their capacity. Intelligent Transportation Systems (ITS) offer potential new solutions that require further evaluation.</p> <p>The overall goal of the project will be to, in a coordinated and cooperative manner, develop a strategic deployment plan defining the potential ITS applications available to address the identified needs of the region.</p>
<b>SUMMARY</b>	<p>After the functional requirements for the Tahoe Gateway Architecture were determined through stakeholder input and outlined in Report #1, the architecture of existing ITS and communications in the Region was mapped. The selected architecture alternative was chosen by the Region and Caltrans because it maintains primary control of most ITS elements with Caltrans, but allows all of the agencies to share data in real time. It also provides the flexibility for some ITS elements to be controlled by other agencies without diminishing the sharing of data throughout the region. The selected architecture is shown below.</p>



STUDY

Tahoe Gateway ITS Strategic Deployment Plan  
Report #1/Report #2

RECOMMENDATIONS FROM DOCUMENT

- **Provide Regional ITS Program Leadership.** This oversight continuance should include regular meetings of the group, monitoring of ITS implementation progress, coordination with the Caltrans District 3 Regional TMC, and a responsibility to oversee maintenance of the regional ITS plan and architecture. In addition the committee will need to be involved in coordination of system linkages, integration and interoperability issues within the region and with statewide and national systems, and agreements regarding data sharing with neighboring regions such as the Sierra Nevada region, Tahoe Basin, California/Oregon Advanced Transportation Systems (COATS) region, and the San Francisco Bay area.
- **Mainstream ITS into the Transportation Process.** Although many ITS projects are already included in the process, others will need to be added. In some cases ITS technologies may need to be incorporated into the planning and programming process as stand alone projects, while more frequently these deployments can simply be included in the scope of larger transportation projects that share location or objective.
- **Implement and Maintain the ITS Plan.** In addition to pursuit of implementation of the projects identified herein, the stakeholder committee should revise this regional ITS strategic plan as necessary. This could include revisions of top level issues such as program goals or it could focus on specific issues such as project scoping and scheduling and detailed architecture refinements.
- **Establish Mechanisms to Coordinate with Adjacent Regions.** The approach will need to provide a method to address the coordination issues on a day to day basis. The approach must provide the flexibility for responsible individuals to accommodate dynamic and unforeseen issues associated with traveler information dissemination and systems integration.
- **Maintain the Regional Architecture.** The architecture should remain a valuable tool to aid in systems integration throughout implementation of the plan and beyond. As ITS elements are deployed and connections are made enhancing integration, agencies that will be newly impacted by this integration will need to be contacted to validate the architecture in general and the elements which represent their involvement in particular. This maintenance oversight effort will require Committee members to become familiar with the architecture and thereby understand how changes in the transportation infrastructure impact it.



<b>STUDY</b>	<a href="#">Tahoe Basin ITS Strategic Deployment Plan</a>
<b>AGENCY</b>	Tahoe Metropolitan Planning Organization and Tahoe Regional Planning Agency
<b>DATE</b>	March 2003
<b>PURPOSE</b>	The Tahoe Basin ITS Strategic Plan is a road map to implement an integrated system of technology-based transportation strategies within this five-county, bi-state region. This report identifies the technology-based opportunities for improving the transportation system in the Tahoe Basin. The Plan is intended to establish the need for ITS investments in the region, identify relative priorities to direct ITS investment, and to identify specific projects to be deployed to address identified needs. The phasing of the recommended projects reflects the relative priorities identified in the development of the plan.
<b>SUMMARY</b>	<p>The report describes existing and planned ITS projects, a Regional ITS Architecture, Deployment Considerations and Program Management in accordance with the following Vision for the Tahoe Basin:</p> <p>ITS will be integrated into the Tahoe Basin transportation system infrastructure and operations on a strategic basis:</p> <ul style="list-style-type: none"> <li>▪ To provide accurate and timely information to all travelers,</li> <li>▪ To provide public education about and awareness of travel options and conditions,</li> <li>▪ To address congestion and safety problems,</li> <li>▪ To enhance emergency preparedness and response,</li> <li>▪ To encourage use of transit and other modes as alternatives to the automobile whenever possible,</li> <li>▪ To improve the efficiency and effectiveness of operational and maintenance functions of all transportation modes,</li> <li>▪ To support transportation planning and system management functions and,</li> <li>▪ To support and encourage interagency operability and effectiveness.</li> </ul>
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<p><b>Roadway Traveler Information</b></p> <ul style="list-style-type: none"> <li>▪ Inform travelers about travel delays from recurrent congestion, special events, incidents, weather problems, and other emergencies.</li> <li>▪ Increase the knowledge of visitors about travel conditions and activities during the off-peak times, days of the week or seasons.</li> <li>▪ Improve the ability of transportation agencies to warn travelers of potentially difficult roadway conditions.</li> </ul> <p><b>Traffic Management and Safety</b></p> <ul style="list-style-type: none"> <li>▪ Enhance traffic flow on the major roads providing access to and circling the lake, improve safety, and reduce the impact of visitor volumes during peak travel times.</li> <li>▪ Enhance traffic monitoring capabilities to collect and verify information on roadway conditions and vehicle flows.</li> <li>▪ Facilitate traffic flow to improve ingress to and egress from, and minimize the traffic impact of activity centers and special events.</li> <li>▪ Improve the ability of transportation agencies to identify the nature and location of difficult driving conditions.</li> </ul>	



**STUDY**

**Tahoe Basin ITS Strategic Deployment Plan**

- Reduce number and severity of crashes related to congestion, roadway incidents or other conditions affecting the roadway.
- Provide safe opportunities for walking and the use of bicycles.

**Transit Accessibility and Service**

- Increase awareness of visitors and residents about the travel options available including transit, bicycling, walking and other non-motorized forms of transport.
- Provide travelers with real-time information about transit services, routing, schedules, and fares.
- Improve the efficiency of transit service.
- Improve the reliability of transit service.
- Improve the coordination between transit service providers.
- Increase the ability of operators to manage fleet vehicles.

**Maintenance Activities**

- Improve the safety and efficiency of highway maintenance, snow clearance activities, and roadway anti-icing and de-icing.
- Inform travelers about travel delays from construction, maintenance, and special events.

**System Integration and Coordination**

- Increase the speed, consistency, accuracy and comprehensiveness with which transportation system information is shared between the transportation and emergency response agencies of the Basin.
- Increase the ability of agencies to communicate directly to coordinate traffic management, transit management, special event management or emergency response.
- Improve the clarity of roles and responsibilities of Tahoe Basin agencies in responding to emergencies on the Basin's transportation system.



<b>STUDY</b>	<p><a href="http://www.iteris.com/mtcits/assets/documents/Bay_Area_ITS_Plan_-_final_-_submittal.pdf">Bay Area Regional ITS Plan</a>  <a href="http://www.iteris.com/mtcits/assets/documents/Bay_Area_ITS_Plan_-_final_-_submittal.pdf">http://www.iteris.com/mtcits/assets/documents/Bay_Area_ITS_Plan_-_final_-_submittal.pdf</a></p>
<b>AGENCY</b>	Metropolitan Transportation Commission
<b>DATE</b>	June 2004
<b>PURPOSE</b>	<p>The main purposes for the Bay Area Regional ITS Plan are stated in the report as follows:</p> <ul style="list-style-type: none"> <li>▪ The need for transportation system management to function at a larger corridor and regional scale to address growing problems; individual projects can only address a portion of the problem</li> <li>▪ Concerns over the lack of an explicit coordination framework across all projects</li> <li>▪ Potential technical incompatibilities preventing needed information exchange</li> <li>▪ Missed opportunities for enhanced functions or services within and across projects from lack of regional perspective</li> </ul>
<b>SUMMARY</b>	<ul style="list-style-type: none"> <li>▪ Phase 1 - focused on the collection of ITS project inventory and an assessment of that inventory compared to regional transportation planning goals. Those goals include the following:                         <ul style="list-style-type: none"> <li>- Mobility - improve the ease and convenience of using the transportation system</li> <li>- Safety</li> <li>- Equity</li> <li>- Environment</li> <li>- Economic Vitality</li> <li>- Community Vitality</li> </ul> </li> <li>▪ Phase 2 - proceeded through a regional architecture development process as suggested by the FHWA, resulting in a Regional ITS Plan for implementing systems based on a regional architecture and for providing technical guidance on the existing and planned system connections. Functional requirements were defined through an extensive stakeholder participation process. Specific elements of the architecture including interconnects and information flows can be seen in the report, along with potential ITS projects recommended for the regional architecture.</li> </ul>
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<p>The various activities and deliverables in the Bay Area Regional ITS Plan Process area are available as separate Technical Memoranda. In the Operational Concepts, Functional Requirements, Project Sequencing and other activities, the overall, general regional ITS Action Goals guiding the projects are as follows:</p> <ul style="list-style-type: none"> <li>▪ Mobility             <ul style="list-style-type: none"> <li>- Mitigate Congestion                     <ul style="list-style-type: none"> <li>• Improve travel times in congested corridors</li> <li>• Improve the reliability of the transportation system</li> </ul> </li> <li>- Enhance Transit Use                     <ul style="list-style-type: none"> <li>• Increase coordination and convenience of transit</li> </ul> </li> <li>- Expand Travel Options                     <ul style="list-style-type: none"> <li>• Provide travelers with good information</li> </ul> </li> </ul> </li> </ul>	



**STUDY**

**Bay Area Regional ITS Plan**

[http://www.iteris.com/mtcits/assets/documents/Bay\\_Area\\_ITS\\_Plan\\_-\\_final\\_-\\_submittal.pdf](http://www.iteris.com/mtcits/assets/documents/Bay_Area_ITS_Plan_-_final_-_submittal.pdf)

- Safety
  - Improve Safety and Security
    - Ensure the safety of motorists
    - Ensure the safety and security of transit system users
    - Ensure effective transportation operations coordination during emergencies



<b>STUDY</b>	<b>Regional Street Network and Address Database System Architecture and Design</b>
<b>AGENCY</b>	Sacramento Region GIS Cooperative
<b>DATE</b>	February 27, 2002
<b>PURPOSE</b>	<p>SACOG, with the city and county governments of the region formed the Sacramento Area GIS Cooperative to improve the use of GIS and spatial data within the region through effective utilization of the available GIS resources. Primary objectives of the Cooperative are to reduce redundant data and application development activities, improve regional data quality, provide access to a common and standardized GIS data framework, and encourage technology and knowledge transfer. To accomplish these objectives, the GIS Cooperative adopted a GIS Strategic Plan that that lays out the vision and specific recommendations for the development of common datasets, applications, and institutional processes.</p> <p>To follow-through on recommendations from the strategic and street network management plans, the Cooperative has initiated this project to develop a system that will allow all member agencies to contribute and maintain an integrated and centrally located street network database with complete street address database as per the Cooperative requirements. Through this project, the Cooperative will build a street network and address database that will serve multiple applications across the member agencies ranging from simple mapping, routing, permitting, and asset management applications to more complex vehicle dispatching and tracking, ITS, and emergency response applications. When fully implemented, it is expected that public and private organizations responsible for public safety, transit, planning, engineering, health, public works, and other local/regional services will be the primary users of the system.</p>
<b>SUMMARY</b>	<p>Key components of the planned system include:</p> <ul style="list-style-type: none"> <li>▪ A central framework data repository that will be the regional system of records</li> <li>▪ A communication system that will allow member agencies to connect to the central database, and use and maintain relevant data over a secured network</li> <li>▪ Tools and applications that will facilitate agency specific transactional or complete data upload/download, agency specific online data maintenance, data validation and error checking, browsing of metadata and content of the repository, and selection, extraction, and download of necessary data through proper user authentication, etc.</li> </ul>



**STUDY**

**Regional Street Network and Address Database System Architecture and Design**

**RECOMMENDATIONS FROM DOCUMENT**

Due to the nature of this project, the recommended steps to complete the street and address database are as follows:

- **Requirements gathering and analysis** - A very important part of the planning and designing phase of any information system development is the requirements gathering. Under this task, requirements will be gathered from key Cooperative member agencies through meetings and discussions. A list of system and database requirements will be produced following analysis of gathered information.
- **System Architecture Design** - Under this task, a comprehensive design of the system architecture that will meet the requirements identified in the previous task will be produced.
- **Database Design** - Central database will be the heart of this system. This task will result in a database design that will fulfill the data requirements of the member agencies.
- **Data Development and System Implementation Plan** – To implement a pilot system based on the system architecture and the database design, a plan that will layout methodologies and procedures to bring in data from various sources will be developed. A set of system implementation guidelines will also be developed to facilitate the commencement of the system.



<b>STUDY</b>	<a href="#">Multi-Corridor Study</a> <a href="#">System Expansion and Phasing Strategy</a>
<b>AGENCY</b>	Sacramento Regional Transit District
<b>DATE</b>	June 2001
<b>PURPOSE</b>	The System Expansion and Phasing Strategy of the Multi-Corridor Study outlines investment priorities so that Regional Transit can effectively pursue new funding.
<b>SUMMARY</b>	This report provides Regional Transit with a first phase, 10-Year strategy and a broad Long-Range (Post 2012) for expanding transit service. The strategy calls for a mix of federal, state, regional, and local funding commitments. Most of the elements in the strategy are located within Regional Transit’s service area, Sacramento County, including two high-priority light rail corridors and three bus enhancement corridors. The strategy is also regional, including projects outside Regional Transit’s service area, including Regional Rail, light rail expansion to West Sacramento/Davis and enhanced bus connections to Placer County.
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
Specific recommendations in the 10-Year strategy include:	
<ul style="list-style-type: none"> <li>▪ High priority light rail corridors: South Sacramento Corridor Phase 2 “Locally Preferred Alternative” (LPS) Extension, DNA Extension, West Sacramento/Davis Extension</li> <li>▪ Bus enhancement corridors</li> <li>▪ Auburn to Davis corridor</li> <li>▪ Expansion of transit fleet</li> <li>▪ Additional maintenance facilities</li> <li>▪ Transit supportive land uses</li> </ul>	



<b>STUDY</b>	California Statewide ITS Architecture
<b>AGENCY</b>	Caltrans
<b>DATE</b>	October 25, 2004
<b>PURPOSE</b>	<p>The California ITS Architecture and System Plan accomplishes two main goals:</p> <ul style="list-style-type: none"> <li>▪ Development of an ITS architecture focusing on <b>state-level services and identifying potential interregional services</b> (those services that are regionally deployed, but that have a potential for improvement through coordination among regions) in California that supplements the regional ITS Architectures and deployment plans. The intent is to ensure that statewide services are deployed in a coordinated and cost-effective manner, thereby adhering to the “regional architecture” requirement described in the above summary of the Final Rule for those projects developed at this level and to facilitate partnership, coordination and potentially integration among regions where added benefit to the transportation system may be affected by such interregional cooperation.</li> <li>▪ Development of a 10-year System Plan that describes the blueprint for deployment of specific projects that fall within this category of statewide and interregional services. Based on the Final Rule summarized above, each of these projects will require that a systems engineering approach be taken when it is developed and throughout the project life cycle.</li> </ul>
<b>SUMMARY</b>	The project includes an existing statewide and inter-regional ITS project inventory, user needs assessment, operational concept and functional requirements specifications, technical details of the architecture interfaces, and plans for project implementation and architecture maintenance plans.
<b>RECOMMENDATIONS FROM DOCUMENT</b>	
<p>The following “Desired Outcomes” for the next 10 years were developed and agreed upon by the project stakeholders, including SACOG. The outcomes are intended to serve as guidelines for ITS deployment throughout the state, not as mandatory milestones that must be achieved within the 10-year timeframe.</p> <p><b>TRAFFIC MANAGEMENT:</b></p> <ul style="list-style-type: none"> <li>▪ Coordinated traffic management operational strategies (including traffic management, incident management, Amber Alert, others) among state, regional, and local agencies resulting in improved interregional mobility</li> <li>▪ Uniform traffic management software systems in each Caltrans District (where traffic management systems are used/needed) that are consistent and increase efficiency of system maintenance</li> <li>▪ Availability of the same traffic management data in a variety of accessible formats (for example, visual, audio, large-print) (see also Traveler Information, Public Transportation)</li> <li>▪ A comprehensive, real-time data collection infrastructure for multiple agencies, multiple levels, and multiple purposes (see also Traveler Information)</li> <li>▪ Systems that comply with National ITS Standards (see also Traveler Information)</li> <li>▪ Improved mobility on state routes serving Ports (see also Goods Movement)</li> </ul>	



## STUDY

## California Statewide ITS Architecture

**TRAVELER INFORMATION:**

- Traveler information systems on a region-by-region basis, as desired by each region, with provision for links between regional systems
- Public and private opportunities for dissemination for traveler information
- CVO-tailored real-time traveler information for truckers statewide (see also Goods Movement)
- Availability of the same traveler information in a variety of accessible formats (for example, visual, audio, large-print) (see also Traffic Management, Public Transportation)
- A comprehensive, real-time data collection infrastructure for multiple agencies, multiple levels, and multiple purposes (see also Traffic Management)
- Systems that comply with National ITS Standards (see also Traffic Management)
- An inter-regional multi-modal trip planner that serves as a gateway or interface to other trip planners, and that incorporates real-time transit information (see also Public Transportation)
- En-route real-time public transportation information available on a statewide basis on key corridors (see also Public Transportation)

**PUBLIC TRANSPORTATION:**

- Single e-payment accounts for users for both electronic toll collection and transit fare payment at regional and inter-regional levels with account reconciliation that is seamless to users (see also Electronic Payment)
- Universal e-payment devices for users for [each of] electronic toll collection and fare payment, which make(s) the system(s) transparent to the users (see also Electronic Payment)
- Ability to expand the e-payment account/media to cover other transactions such as goods movement payments, electronic parking payments, etc. (see also Electronic Payment)
- Inter-regional coordination of delays on major transit services to avoid stranding passengers making common connections between regions (this concept is also known as connection protection)
- An inter-regional multi-modal trip planner that serves as a gateway or interface to other trip planners, and that incorporates real-time transit information (see also Traveler Information)
- En-route real-time public transportation information available on a statewide basis on key corridors (see also Traveler Information)
- Availability of en-route real-time public transportation traveler information in a variety of accessible formats (for example, visual, audio, large-print) (see also Traffic Management, Traveler Information)
- Communications systems accessible by drivers and passengers that notify appropriate agencies (the transit agency itself, or police, fire or ambulance) in emergency situations.

**ELECTRONIC PAYMENT:**

- Single e-payment accounts for users for both electronic toll collection and transit fare payment at regional and inter-regional levels with account reconciliation that is seamless to users (see also Public Transportation)
- Universal e-payment devices for users for [each of] electronic toll collection and fare payment, which make(s) the system(s) transparent to the users (see also Public Transportation)
- Ability to expand the e-payment account/media to cover other transactions such as goods movement payments, electronic parking payments, etc. (see also Public Transportation)

**GOODS MOVEMENT:**

- One-stop state, interstate, and federal credentialing for all commercial vehicles traveling in California with opportunities for local agencies to be involved on a voluntary basis
- Integrated public agency goods and carrier data collection/tracking software for real-time data exchange and coordination of agency efforts



**STUDY**

**California Statewide ITS Architecture**

- CVO-tailored real-time traveler information to truckers throughout the state
- Improved mobility on state routes serving Ports

**VEHICLE SAFETY AND CONTROL:**

- Caltrans leadership at the state level (including resources and recommendations) to ensure that vehicle safety and control initiatives throughout the state are capable of interfacing with federal VII (Vehicle Infrastructure Integration) or other vehicle-infrastructure related initiatives and programs

**DATA ARCHIVING:**

- A statewide archived data service for state-level data that is available for use by regions as a resource as desired by each region

**EMERGENCY MANAGEMENT:**

- Coordinated HAZMAT transportation routes and procedures statewide and with adjoining states, with voluntary involvement by local and regional agencies
- Coordinated statewide response procedures for disasters and evacuations that are developed in coordination with adjoining states' and national procedures and guidelines, with voluntary involvement by local and regional agencies

**MAINTENANCE AND CONSTRUCTION MANAGEMENT:**

- A real-time work zone monitoring system for use in Caltrans work zones that is coordinated with District traffic management systems
- Roadway condition monitoring that is implemented as needed at a district level for detection of icy bridges and other pavement conditions, that is coordinated with District traffic management and traveler information systems



## **APPENDIX B – ITS PROJECT INVENTORY**

**SACOG ITS System Deployment Plan**

**Task 1.1: Existing Conditions Report - APPENDIX B**

Projects Inventory as cited in Existing Documents



System	Existing	Planned	Programmed	Source	Date	Agency
STARNET Various traffic and transit operation centers in the region; hardware and software upgrades enabling a wide-area network to share transportation data and operations. Fiber optic and wireless infrastructure is included in the project.	\$	\$		STARNET Needs Assessment	11/1/01	SACOG
Expansion of Capitol Corridor Train Service		\$		MTP2025	5/15/02	SACOG
Commuter rail service between Davis/Dixon and Auburn using the UP/Amtrak facilities (\$135 mil)		\$		MTP2025	5/15/02	SACOG
Light rail extended to Natomas Town Center and Sacramento Airport, from Meadowview to Cosumnes River College and Elk Grove, from Watt to Antelope, and from Downtown Sacramento to West Sacramento.		\$		MTP2025	5/15/02	SACOG
Expansion of bus and van service regionwide, including a large increase in service for elderly and disabled persons.		\$		MTP2025	5/15/02	SACOG
A Rancho Cordova to South Placer Multi-modal Connector.		\$		MTP2025	5/15/02	SACOG
Install signals on U.S. 50 ramps at Ponderosa Road, South Shingle Springs, and North Shingle Road		\$		MTP2025	5/15/02	SACOG
Signal installation at U.S. 50 eastbound ramps		\$		MTP2025	5/15/02	SACOG
Ramp metering at all interchanges from Foresthill Road to the Sacramento County Line.		\$		MTP2025	5/15/02	SACOG
Install Smart Traffic Calming in south Midtown area.		\$		MTP2025	5/15/02	SACOG
Install ramp meters, HOV Bypasses, additional on ramps, traffic monitoring stations and Closed Circuit TV installation on I-5 from Pocket Rd. to I-80.		\$		MTP2025	5/15/02	SACOG
Install ramp metering, traffic monitoring stations, Closed Circuit TV installation, message signs, and upgrade count stations to Traffic Management System on I-80 from Yolo Co. line to Route 244 (Longview Dr.).		\$		MTP2025	5/15/02	SACOG
Construct Traffic Operation System (Jct. 50 to I-5)		\$		MTP2025	5/15/02	SACOG
Operating and Maintenance for Arden Way Smart Corridor from 2010 to 2025.		\$		MTP2025	5/15/02	SACOG
Smart Corridor on Arden Way from Del Paso to Watt Ave.		\$		MTP2025	5/15/02	SACOG
Watt Corridor - Phase 2 and 3. Traffic signal coordination, transit priority, monitoring equipment and traveler information on a major arterial corridor, plus supporting communications.		\$		MTP2025	5/15/02	SACOG
Connect 100 traffic signals, including ITS technology, that are located outside of the Central City to the City's existing Traffic Operations Center.		\$		MTP2025	5/15/02	SACOG
Widen Fair Oaks Blvd from Marconi Ave. to Engle Rd. from 4 to 6 lanes including signal modifications at Marconi, Stanley, Grant, and Engle Rd.		\$		MTP2025	5/15/02	SACOG
Sacramento Regional Transit District: purchase computerized train tracking system that will provide automatic train locations and a public address system to advise customers of train approaches and service delays.		\$		MTP2025	5/15/02	SACOG
Bus Rapid Transit In Sacramento: Stockton Boulevard, construct bus rapid transit improvements from Cosumnes College to downtown Sacramento.		\$		MTP2025	5/15/02	SACOG

**SACOG ITS System Deployment Plan**

**Task 1.1: Existing Conditions Report - APPENDIX B**

Projects Inventory as cited in Existing Documents

INTELLIGENT TRANSPORTATION SYSTEMS STRATEGIC DEPLOYMENT PLAN



System	Existing	Planned	Programmed	Source	Date	Agency
Bus Rapid Transit In Sacramento County, implement bus rapid transit on the Sunrise Boulevard corridor.		\$		MTP2025	5/15/02	SACOG
Bus Rapid Transit In Sacramento County, implement bus rapid transit on Watt Avenue corridor.		\$		MTP2025	5/15/02	SACOG
Sacramento Regional Transit District: retrofit existing communication kits with upgraded audio system and automatic interior exterior visual signs for stop announcements and train destinations.		\$		MTP2025	5/15/02	SACOG
Yolo County portion of U.S. 50 traffic operations system and ramp metering at various locations.		\$		MTP2025	5/15/02	SACOG
U.S. 50 From I-80 to Sacramento County line—install traffic operations system (message signs, ramp metering, CCTV)		\$		MTP2025	5/15/02	SACOG
Yolo County portion of I-5 traffic operations system and ramp metering.		\$		MTP2025	5/15/02	SACOG
U.S. 50 Install ramp meters and modify ramp design at South River Rd. interchange.		\$		MTP2025	5/15/02	SACOG
U.S. 50 Jefferson Blvd. interchange—expand the ramps and signals from 1 to 2 lanes, add ramp metering and turn lanes, and related street closures.		\$		MTP2025	5/15/02	SACOG
Implement ITS, Phase I, joint project of Yolo County Transportation District, Unitrans, and Davis Community Transit.		\$		MTP2025	5/15/02	SACOG
Caltrans District 3 TOS projects. Includes ramp meters, HOV onramp lanes, traffic monitoring stations, closed circuit television cameras, changeable message signs, highway advisory radio, weather monitoring systems, loop detectors, etc.		\$		MTP2025	5/15/02	SACOG
California High Speed Rail		\$		MTP2025	5/15/02	SACOG
Elk Grove - Rancho Cordova - El Dorado Connector		\$		Elk Grove - Rancho Cordova - El Dorado Connector Concept Plan	8/31/04	SACOG
Regional Street Network System Design		\$		Regional Street Network and Address Database System Architecture and Design	2/27/02	SACOG
City of Sacramento City Traffic Operations Center	\$			Sacramento Regional ITS Architecture	6/01	Regional ITS Partnership Committee
County of Sacramento Traffic Operations Center	\$			Sacramento Regional ITS Architecture	6/01	Regional ITS Partnership Committee
Caltrans and CHP Regional Transportation Management Center	\$			Sacramento Regional ITS Architecture	6/01	Regional ITS Partnership Committee
Sacramento International Airport Transportation Management Center	\$			Sacramento Regional ITS Architecture	6/01	Regional ITS Partnership Committee
Emergency Response Telecommunications Center	\$			Sacramento Regional ITS Architecture	6/01	Regional ITS Partnership Committee
City of Sacramento Signal System/Surveillance	\$			Sacramento Regional ITS Architecture	6/01	Regional ITS Partnership Committee
Citrus Heights Signal System/Surveillance	\$			Sacramento Regional ITS Architecture	6/01	Regional ITS Partnership Committee
City of Roseville Signal and Communications System	\$			Sacramento Regional ITS Architecture	6/01	Regional ITS Partnership Committee
Caltrans Ramp Meter/Surveillance	\$			Sacramento Regional ITS Architecture	6/01	Regional ITS Partnership Committee
Sacramento Regional Transit District - Fixed Route	\$			Sacramento Regional ITS Architecture	6/01	Regional ITS Partnership Committee
Roseville Transit - Fixed Route and Paratransit	\$			Sacramento Regional ITS Architecture	6/01	Regional ITS Partnership Committee
Yolo Transit - Fixed Route	\$			Sacramento Regional ITS Architecture	6/01	Regional ITS Partnership Committee
Sacramento Regional Transit District - Light Rail and Bus TMC	\$			Sacramento Regional ITS Architecture	6/01	Regional ITS Partnership Committee
Eleven Ramp meters planned between Sacramento/El Dorado County line and Placerville			\$	Tahoe Gateway ITS SDP	01/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
Six Ramp meters on SR65 between Lincoln and I-80		\$		Tahoe Gateway ITS SDP	01/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
Traffic monitoring stations near the Sacramento/Placer County line in Roseville			\$	Tahoe Gateway ITS SDP	01/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
Traveler Information Management (includes 511 system, DMS, kiosks, web pages, HAR, media, NOAA Weather radio)		\$		Tahoe Gateway ITS SDP - Regional Arch and Implementation Plan	05/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
Sacramento 511	\$			Tahoe Gateway ITS SDP - Regional Arch and Implementation Plan	05/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans

# SACOG ITS System Deployment Plan

## Task 1.1: Existing Conditions Report - APPENDIX B

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# INTELLIGENT TRANSPORTATION SYSTEMS STRATEGIC DEPLOYMENT PLAN



System	Existing	Planned	Programmed	Source	Date	Agency
Communications Study (emphasizes transit, emergency services, planned ITS, highway maintenance, cellular coverage, incident management, links to virtual TMCs)		\$		Tahoe Gateway ITS SDP - Regional Arch and Implementation Plan	05/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
Upgrade Caltrans District 3 Regional TMC to manage US-50, I-80 and other ITS deployments (includes coordination with Nevada and Tahoe Basin to ensure consistency)		\$		Tahoe Gateway ITS SDP - Regional Arch and Implementation Plan	05/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
Regional Incident/Emergency Management Plan (incorporates proposed AVI/AVL technologies for emergency response vehicles)		\$		Tahoe Gateway ITS SDP - Regional Arch and Implementation Plan	05/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
Portable Traffic Management Devices (customized for portability including DMS, HAR, CCTV/web cameras, temporary signals, incident command center, and communications to RTMC)		\$		Tahoe Gateway ITS SDP - Regional Arch and Implementation Plan	05/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
Placerville Signal System Technology Advances		\$		Tahoe Gateway ITS SDP - Regional Arch and Implementation Plan	05/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
Placerville Signal Replacement on Highway 50			\$	Tahoe Gateway ITS SDP - Regional Arch and Implementation Plan	05/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
US 50 Surveillance (including 4 CCTV or web cameras and 6 traffic monitoring stations)		\$		Tahoe Gateway ITS SDP - Regional Arch and Implementation Plan	05/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
Public Transit - Implement/Expand AVI/AVL/CAD technologies		\$		Tahoe Gateway ITS SDP - Regional Arch and Implementation Plan	05/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
Install Animal Vehicle Collision Avoidance Systems - Highway 49 and US 89 in El Dorado County		\$		Tahoe Gateway ITS SDP - Regional Arch and Implementation Plan	05/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
Emergency Vehicles - AVI/AVL (including tracking equipment in dispatch and TMC)		\$		Tahoe Gateway ITS SDP - Regional Arch and Implementation Plan	05/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
Install Rock/Mudslide and Avalanche Detection and Warning System		\$		Tahoe Gateway ITS SDP - Regional Arch and Implementation Plan	05/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
Maintenance Vehicle Guidance Technology		\$		Tahoe Gateway ITS SDP - Regional Arch and Implementation Plan	05/02	Placer, El Dorado, Nevada, Sierra Counties and Caltrans
Amtrak Folsom Light Rail Extension			\$	Sacramento Regional Transit District website ( <a href="http://www.sacrt.com">http://www.sacrt.com</a> )	current	Sacramento Regional Transit District
South Line Phase II (South Sacramento Corridor)			\$	Sacramento Regional Transit District website ( <a href="http://www.sacrt.com">http://www.sacrt.com</a> )	current	Sacramento Regional Transit District
Downtown/Natomas/Airport (DNA) - new transit options between downtown Sacramento and South and North Natomas and the Sacramento International Airport			\$	Sacramento Regional Transit District website ( <a href="http://www.sacrt.com">http://www.sacrt.com</a> )	current	Sacramento Regional Transit District
Elk Grove signals - Connection between Laguna/Bond Master location and Corporation Yard (Corp Yard wiring)		\$		Elk Grove ITS Master Plan	11/02	City of Elk Grove
Elk Grove signals - Upgrade City's existing onstreet system. Replace controllers/cabinets as needed and add system detectors on all segments		\$		Elk Grove ITS Master Plan	11/02	City of Elk Grove
Elk Grove signals - Coordinate border signal responsibilities with the County of Sacramento and Caltrans where applicable.		\$		Elk Grove ITS Master Plan	11/02	City of Elk Grove
Initiate Traffic Management Center (TMC) in new Corporation Yard to manage signals and other devices (i.e. CCTV, DMS, etc.)		\$		Elk Grove ITS Master Plan	11/02	City of Elk Grove
Deploy CCTV Cameras at key intersections		\$		Elk Grove ITS Master Plan	11/02	City of Elk Grove
Expand fiber optic communications system		\$		Elk Grove ITS Master Plan	11/02	City of Elk Grove
Expand DMS system by deploying approximately six additional signs, appropriate locations to be determined		\$		Elk Grove ITS Master Plan	11/02	City of Elk Grove
Provide advanced traveler information (ATIS) system and disseminate concise, useful road and traffic condition reports to drivers.		\$		Elk Grove ITS Master Plan	11/02	City of Elk Grove
Negotiate agreements with RT and cooperate on providing compatible transit enhancements.		\$		Elk Grove ITS Master Plan	11/02	City of Elk Grove
Two Regional TMCs for Caltrans District 6 and Caltrans District 10			\$	San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Curve Warning Systems -curve warning system will consist of a static warning sign located well in advance of the curve, which reads "CURVE AHEAD". A speed detection system will be installed to determine vehicle speed. If a vehicle's speed indicates that safe curve negotiation is not likely, an LED display, attached to the static sign and reading "REDUCE SPEED" would be illuminated.		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Alternate Route Plans Database/Website - access to the plans via the Internet.		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Regional Traveler Information System		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
CMS at Key Decision Points -expand the number of changeable message signs (CMS) located at key routing decision points within the San Joaquin Valley, such as in advance of interstate-to-interstate interchanges and interchanges between interstate routes and major state routes.		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Weather/ATMS Integration and Automation		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Data Exchange Network (DEN)/Communications Interties		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Dynamic Speed Signing System for weather conditions		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Remote ATIS workstations		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Integration of Communication Channels		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Commercial Vehicle Parking Management System - system to monitor commercial vehicle parking availability at a number of locations in real-time, and utilize a variety of dissemination tools to make the information available to commercial vehicle operators.		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Smart Call Box Systems		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans

**SACOG ITS System Deployment Plan**

**Task 1.1: Existing Conditions Report - APPENDIX B**

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System	Existing	Planned	Programmed	Source	Date	Agency
CVO Traveller Information System		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Integrated Smart Corridors in selected urban areas		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
511 System		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Truck Stop Information Demo		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Completion of Valleywide GIS Mapping		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Regional ITS Design Guidelines		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Portable CMS Pool - pool of portable changeable message signs that would be made available to various public agencies for use in construction work zones, special event traffic control and other appropriate incident management applications.		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Emergency Vehicle Pre-emption (EVP) Deployment		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Advanced Railroad Highway Interface Deployment		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Dynamic Alternate Route signing system - implement dynamic variable message signs (VMS) specifically sited, and primarily devoted, to detouring traffic onto alternate routes during incidents, including accidents and weather related road closures.		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Regional Transit Information Systems		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans
Computer Aided Dispatch Integration: integrate the computer-aided dispatch systems of various emergency response and transportation agencies that jointly participate in traffic incident management, including local police, state patrol, HAZMAT response, Caltrans, and fire departments.		\$		San Joaquin Valley ITS SDP	10/01	San Joaquin Council of Governments (SJCOG), Caltrans