

SPECIAL MEETING

SACRAMENTO CITY COUNCIL

MONDAY, JULY 18, 1988

3:00 P.M.

I HEREBY CALL a Special Meeting of the Sacramento City Council to meet jointly with the City Planning Commission, in the Department of Finance Conference Room, City Hall Basement, 915 I Street, Sacramento, California, for the following purposes:

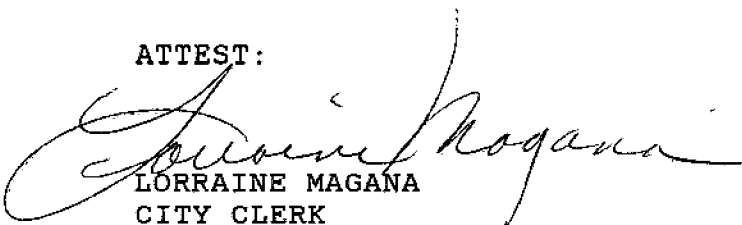
To hear a presentation of the Sacramento Metropolitan Area Transportation Study. This presentation is for informational purposes, and it will be given by the staff of the Sacramento Area Council of Governments (SACOG).

ISSUED: This 15th day of July, 1988.



ANNE RUDIN
MAYOR

ATTEST:



LORRAINE MAGANA
CITY CLERK



RECEIVED
CITY CLERKS OFFICE
CITY OF SACRAMENTO

JUL 12 11 39 AM '88

DEPARTMENT OF
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 J STREET
ROOM 200
SACRAMENTO, CA
95814-2998

July 11, 1988

BUILDING INSPECTIONS
916-449-5716

PLANNING
916-449-5604

MEMORANDUM

TO: Anne ⁶³Mason, Assistant City Clerk

FROM: Gary Ziegnefuss, Associate Planner

SUBJECT: SACOG PRESENTATION OF THE SACRAMENTO METROPOLITAN AREA TRANSPORTATION STUDY TO THE CITY COUNCIL, PLANNING COMMISSION, AND DEPARTMENT HEADS

Last week Jeanie Murphy informed me after talking with Lorraine that the Planning Commission would be subject to the Brown Act when attending the above special meeting scheduled for July 18th at 3:00 pm in the Department of Finance conference room. This is an informational meeting and as such, no action on this subject will be taken. I have published a notice of the meeting in the Daily Recorder, and notices will be sent to all Planning Commissioners. Since the Commission will be subject to the Brown Act, could your special meeting notice and posting incorporate a statement that the Planning Commission will be in attendance? If we need to do anything more regarding noticing of this matter, let me know.

GZ:jr

CC: Jeanie Murphy, Office Mgr., Mayor/Council Office

TRANSPORTATION PLANNING

IN THE SACRAMENTO

METROPOLITAN AREA

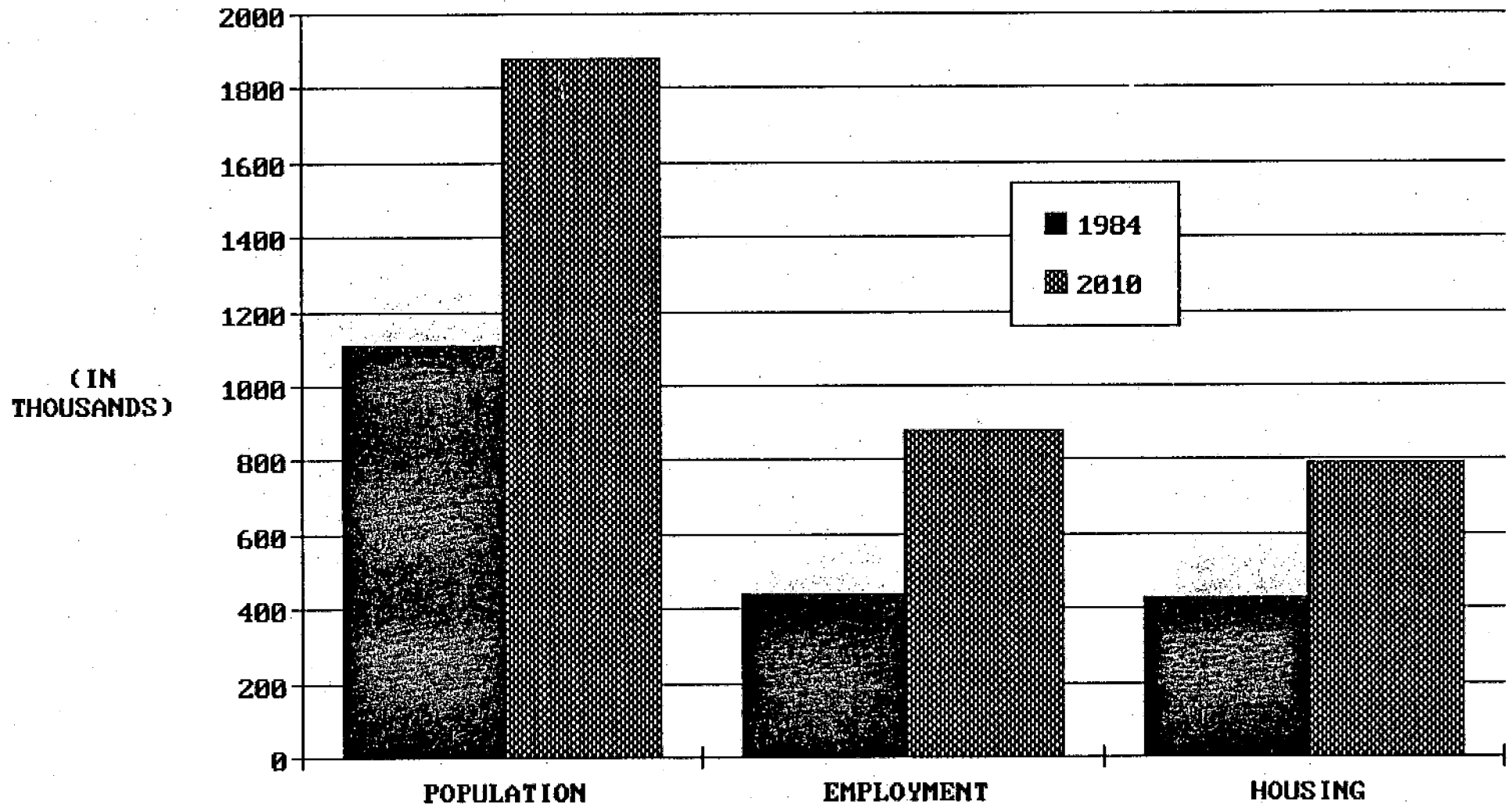
Presented by the
Sacramento Area Council of Governments

July 18, 1988



GROWTH PROJECTIONS

REGIONAL GROWTH PROJECTIONS



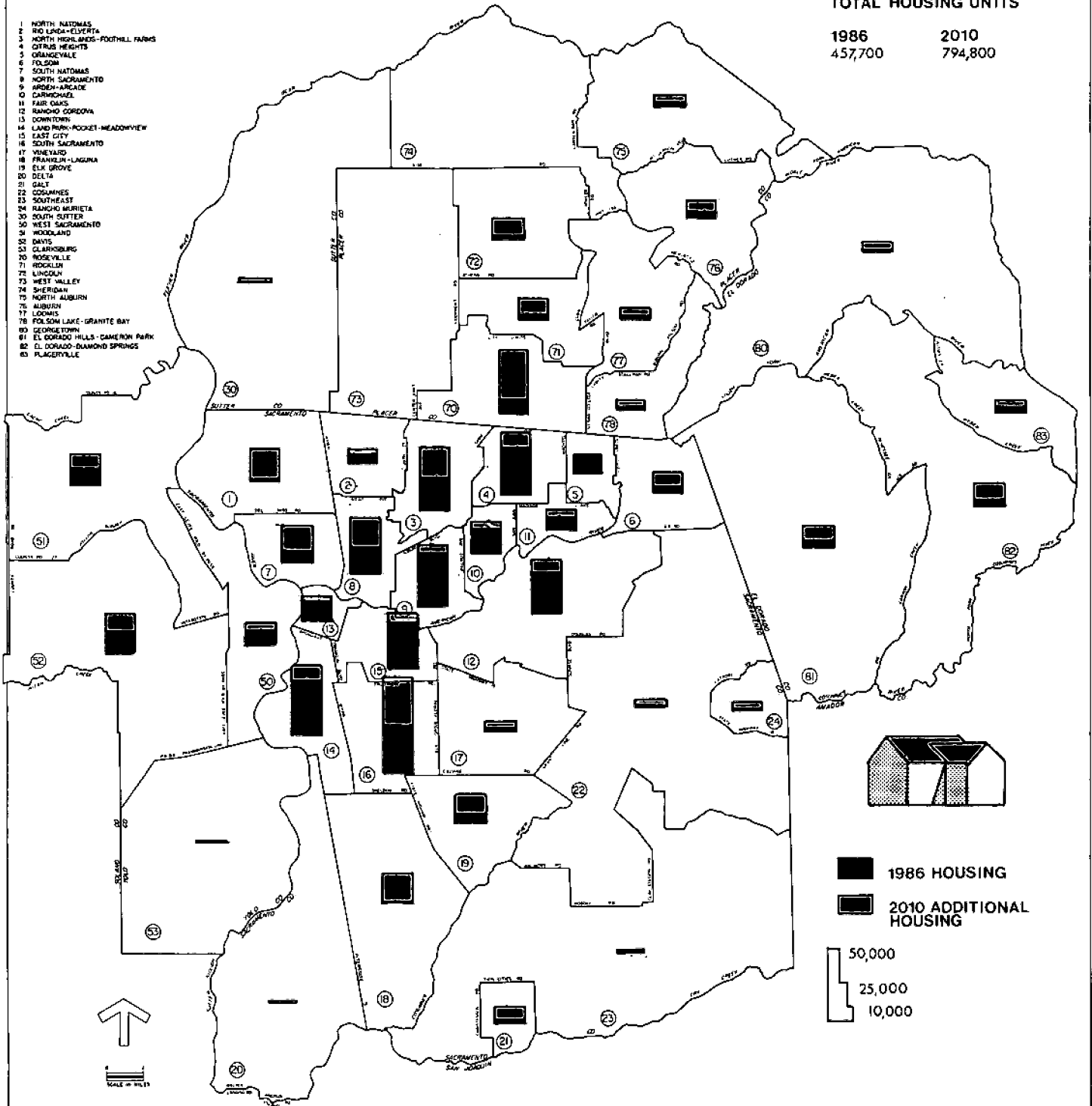
1986 - 2010 OCCUPIED HOUSING GROWTH BY COMMUNITY GROUP

METRO STUDY COMMUNITY AREAS

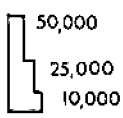
- 1 NORTH NATOMAS
- 2 RIO Linda-ELVERTA
- 3 NORTH HYDRAKING-FOOTHILL FARMS
- 4 CITRUS HEIGHTS
- 5 ORANGEVALE
- 6 FOLSOM
- 7 SOUTH NATOMAS
- 8 NORTH SACRAMENTO
- 9 GREEN ARCADE
- 10 CARMICHAEL
- 11 FAIR OAKS
- 12 RANCHO CORDOVA
- 13 DOWNTOWN
- 14 LAND PARK-POCKET-MEADOWVIEW
- 15 EAST CITY
- 16 SOUTH SACRAMENTO
- 17 VINEYARD
- 18 FRANKLIN-LAGUNA
- 19 ELK GROVE
- 20 DELTA
- 21 GALT
- 22 COSUMES
- 23 SOUTHEAST
- 24 RANCHO BURETA
- 25 SOUTH SUTTER
- 26 WEST SACRAMENTO
- 27 WOODLAND
- 28 DAVIS
- 29 CLARKEBURG
- 30 ROSEVILLE
- 31 ROCKLIN
- 32 LINCOLN
- 33 WEST VALLEY
- 34 SHERIDAN
- 35 NORTH ALBURN
- 36 ALBURN
- 37 LOOMIS
- 38 FOLSOM LAKE-GRANITE BAY
- 39 GEORGETOWN
- 40 EL DORADO HILLS-CAMERON PARK
- 41 EL DORADO-DIAMOND SPRINGS
- 42 PLACERVILLE

TOTAL HOUSING UNITS

1986	2010
457,700	794,800

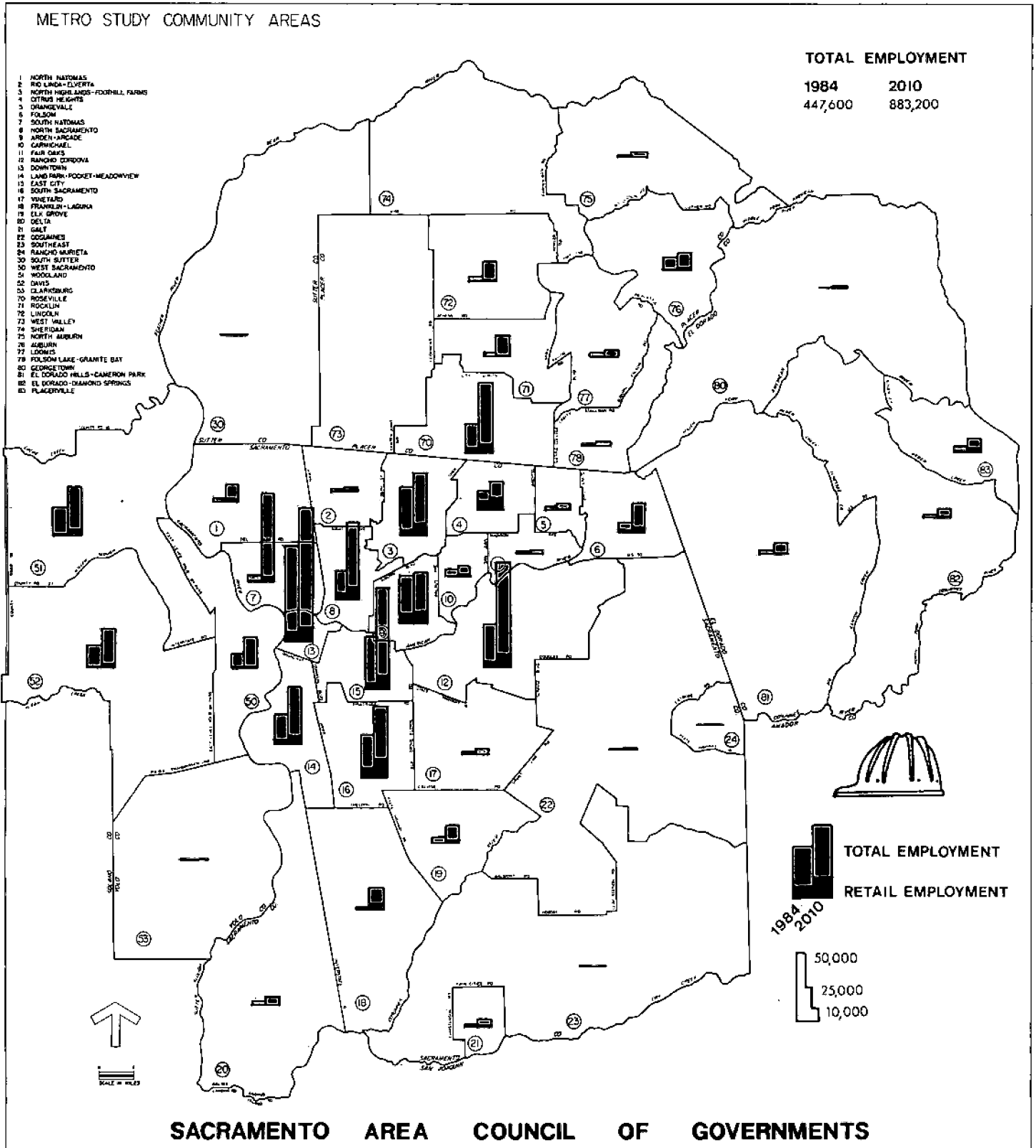


1986 HOUSING
 2010 ADDITIONAL HOUSING



SACRAMENTO AREA COUNCIL OF GOVERNMENTS

1984-2010 RETAIL AND NON-RETAIL EMPLOYMENT GROWTH BY COMMUNITY GROUP



METRO STUDY



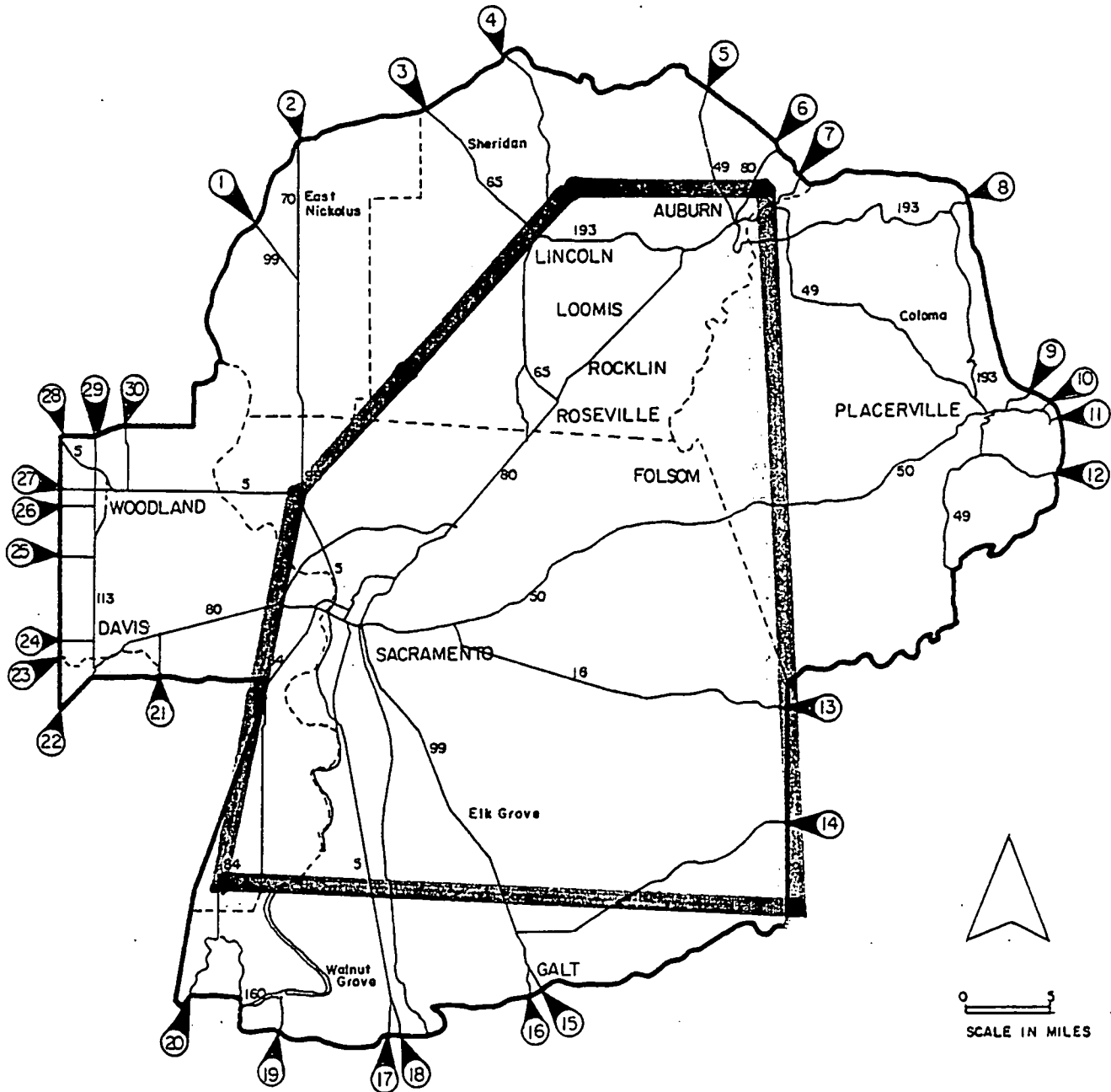
***Sacramento Metropolitan Area
Transportation Study***

"METRO STUDY"

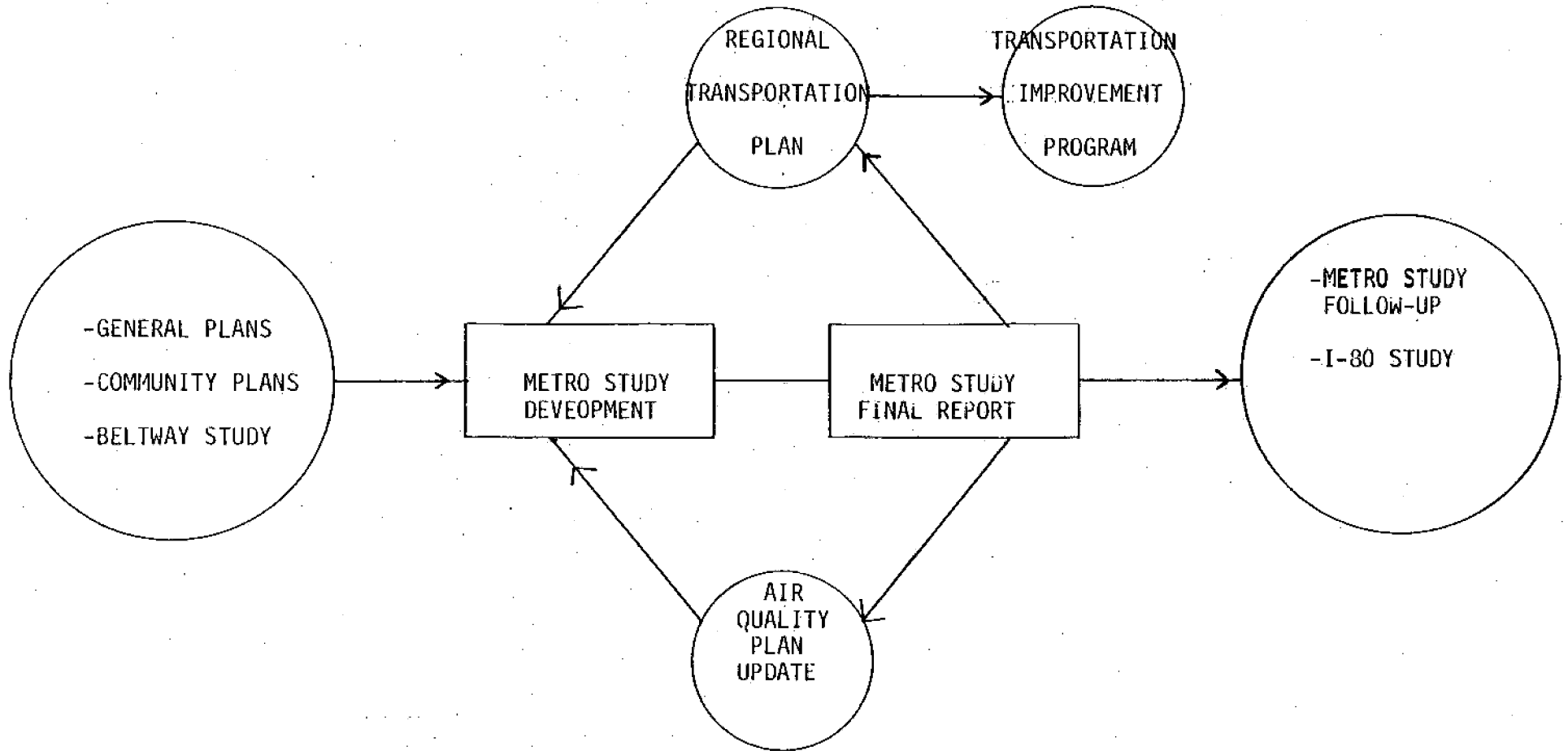
OBJECTIVE

The objective of the Metro Study is to obtain agreement among local elected officials, planning/public works staff, Sacramento Regional Transit District, and Caltrans District 3 on a master list of transportation system improvements necessary to meet travel demands in the year 2010.

SACRAMENTO TRANSPORTATION STUDY
("SACTRANS")
CORDON STATION MAP



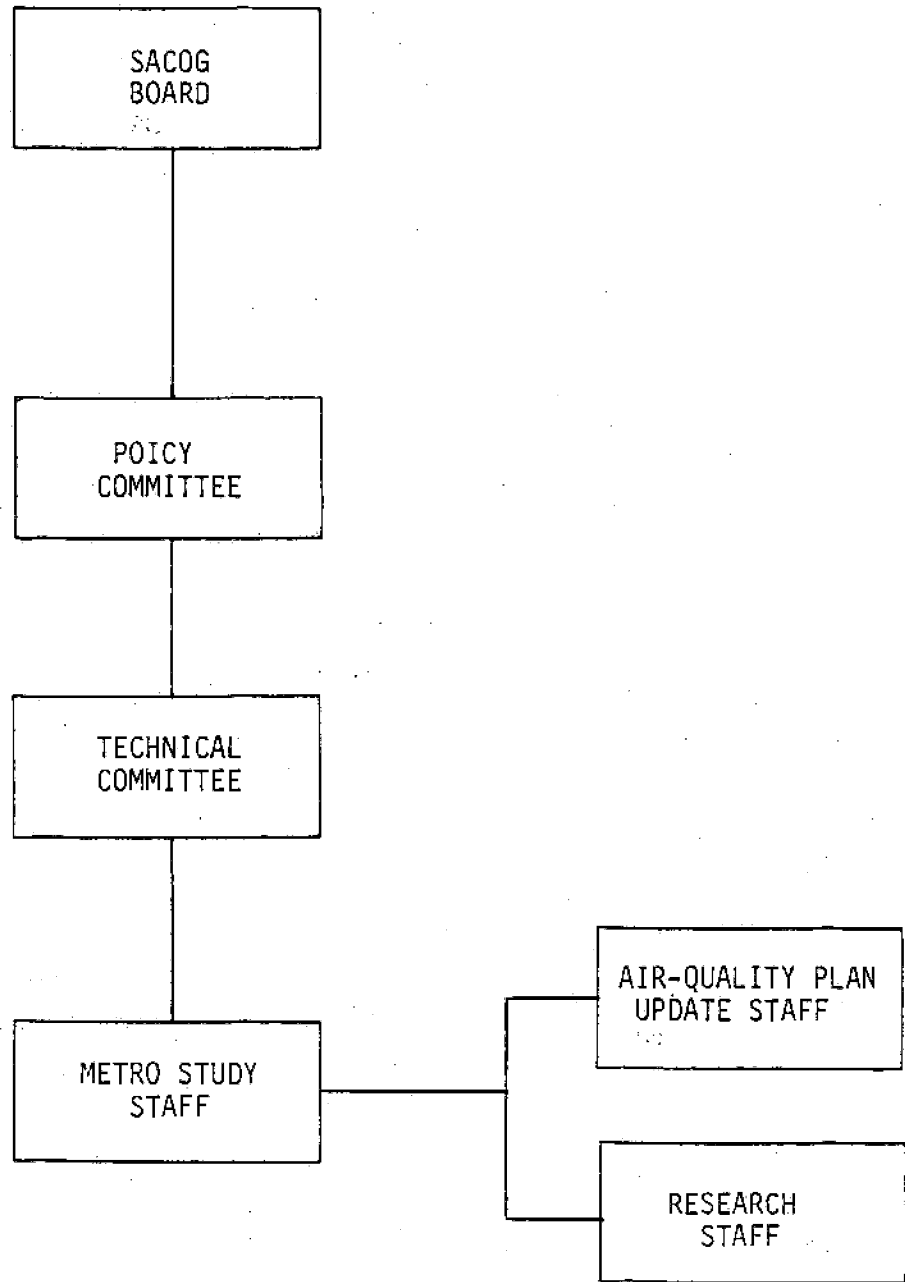
RELATIONSHIP OF METRO STUDY TO OTHER STUDIES



□ METRO STUDY

○ OTHER STUDIES

METRO STUDY ORGANIZATION



POLICY COMMITTEE

- o Decide policy issues guiding study
- o Ensure that technical analysis addresses major policy issues
- o Assure that key viewpoints are expressed
- o Represent the public interests
- o Bring back results of study to their individual jurisdictions
- o Develop criteria for evaluating alternatives/ improvements for recommendation to SACOG Board

TECHNICAL COMMITTEE

- o Review the technical aspects of the study
- o Recommend transportation system improvements
- o Facilitate data collection and detailed technical review with individual staff members of each jurisdiction or agency
- o Assign costs to the various transportation system alternatives

PUBLIC INFORMATION AND PARTICIPATION

Public Workshops

Newsletters

Public Relations

Press Relations

ANALYSIS

Traffic Congestion

Air Quality

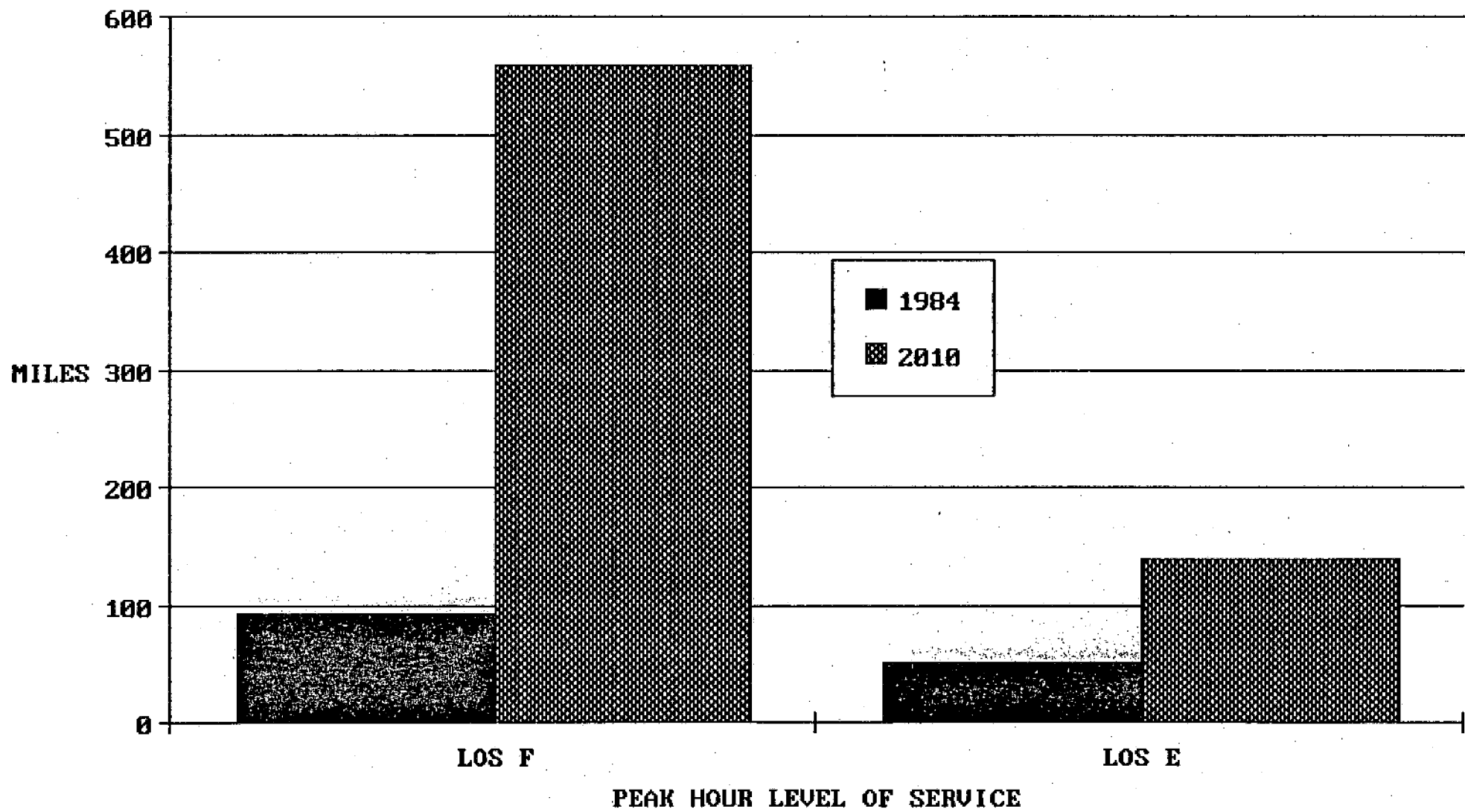
Cost Estimates

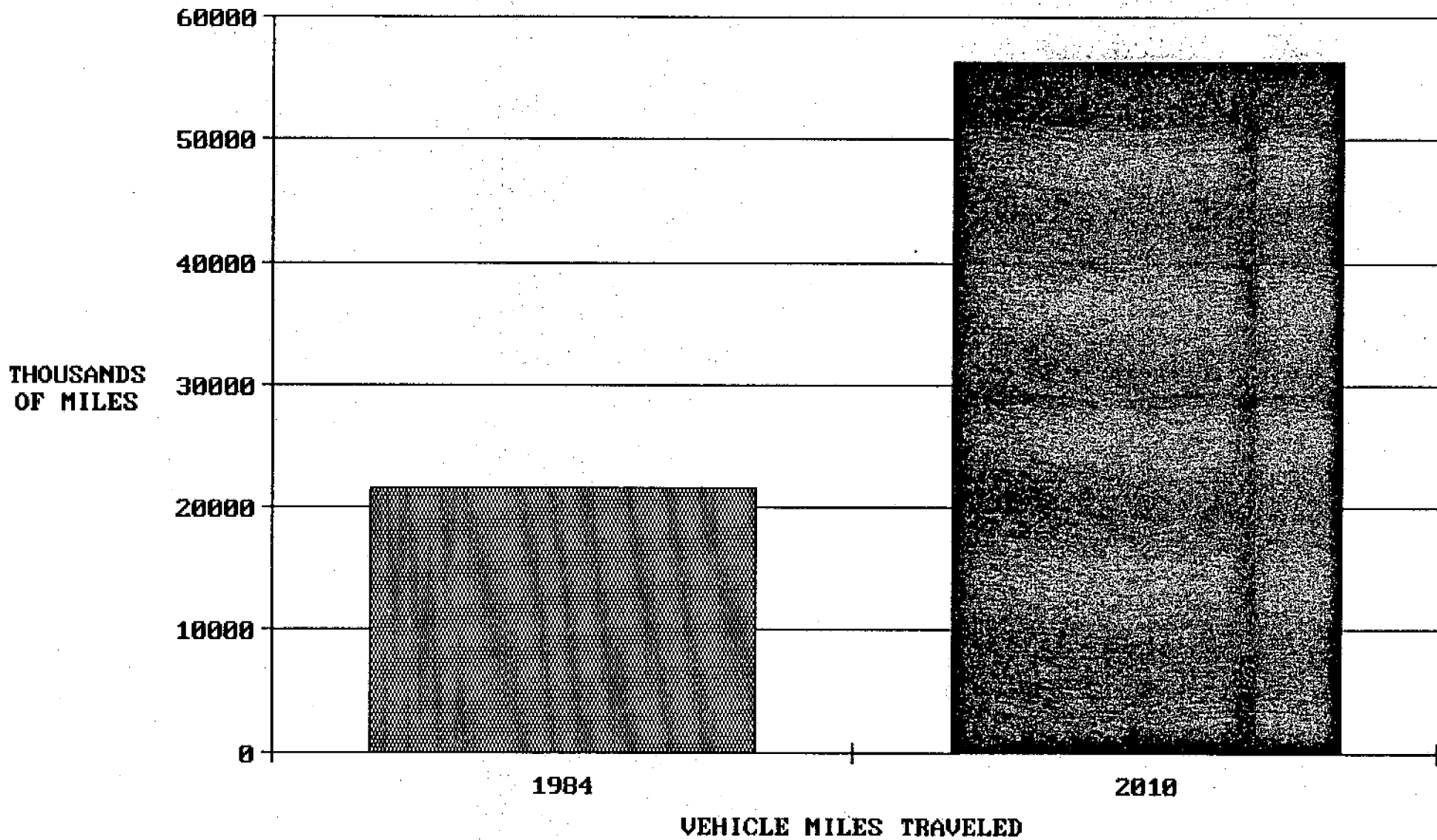
WHAT WE KNOW

o With No Increase in Transit Service or Transportation Control Measures:

- Vehicle Travel Will Increase by 79 Percent over 1984 Estimates
- 41 Percent of the Freeways Will Have Traffic Volumes Greater Than Capacity in the Peak Hour; Another 19 Percent Will be Right at Capacity
- 21 Percent of Major Arterials Will Have Traffic Volumes Greater Than Capacity in the Peak Hour; Another 7 Percent Will be Right at Capacity
- An Average Peak-Hour Trip Could Take 15 Minutes Longer than 1984 Resulting in 158,000 hours of Peak-Hour Traffic Delay
- Transit Ridership Will Double as Congestion Builds and Parking Costs Increase

LEVEL OF SERVICE PROJECTIONS





WHAT WE CAN DO

o Increasing Freeway Lane Miles by 25 Percent (Anchored by a Beltway and Freeway Widening) and Major Arterial Lane Miles by 13 Percent Will:

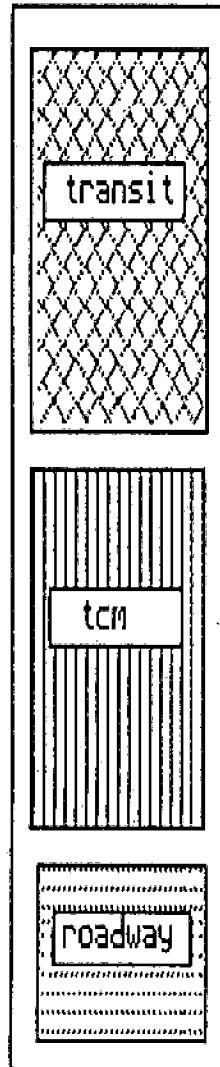
- Decrease Freeway Lane Miles With Volume Greater than Capacity in the Peak Hour by 53 Percent
- Decrease Major Arterial Lane Miles with Volumes Greater than Capacity in the Peak Hour by 15 Percent
- Decrease Vehicle Hours Delay in the Peak Hour by 33 Percent

o Increasing Freeway Lane Miles by 21 Percent (Anchored by Route 102 and Freeway Widening) and Major Arterial Lane Miles by 15% Will:

- Decrease Freeway Lane Miles with Volumes Greater than Capacity in the Peak Hour by 30 Percent
- Decrease Major Arterial Lane Miles with Volumes Greater than Capacity in the Peak Hour by 21 Percent
- Decrease Vehicle Hours Delay in the Peak Hour by 22 Percent

metro study
strategy emphasis

alternative one



— expansion of light rail and bus service to growing but currently unserved areas, as well as expanded transit in the current RT service area

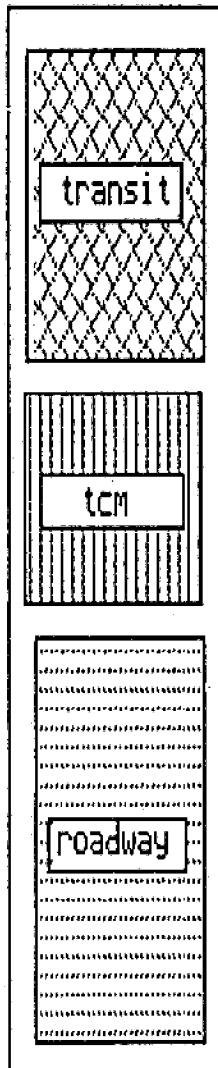
— mandatory TCM programs including parking management, staggered work hours, carpools/vanpools and other measures resulting in:

- 6% decrease in ADT, 417,000 trips
- 15% decrease in peak-hour traffic, 94,000 trips

— freeway, major arterial widenings, and new facilities from projects proposed by local jurisdictions and Cal Trans, other facilities as necessary to meet designated levels of service

metro study
strategy emphasis

alternative two



— expand current light rail lines to Antelope on I-80, Hazel on Rt 50, and south to Meadowview; bus service to some new growth areas

— voluntary TCM measures including carpool/vanpools, flexible work schedules, and other measures resulting in:

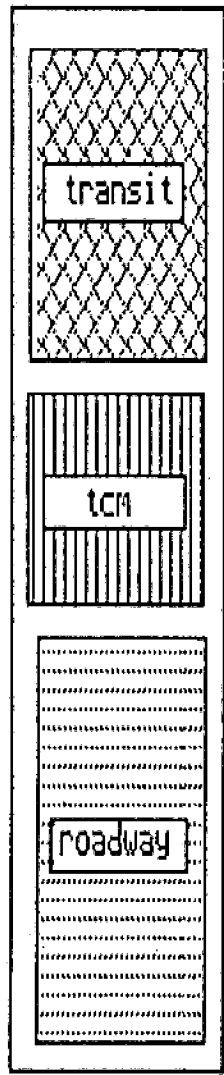
-2% decrease in ADT, 139,000 trips

-5% decrease in peak-hour traffic, 31,000 trips

— inclusion of a beltway freeway extending from I-80 at Rt 65 to Rt 50 to Rt 99 south of Elk Grove to I-5; widening of current freeway and roadways; addition of bridge crossings; and other projects necessary to bring the transportation system to LOS E

metro study
strategy emphasis

alternative three



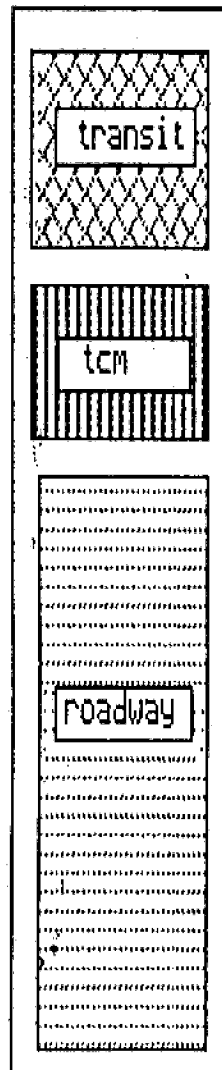
- expand current light rail lines to Antelope on I-80, Hazel on Rt 50, and south to Meadowview; bus service to some new growth areas

- voluntary TCM measures including carpool/vanpools, flexible work schedules, and other measures resulting in:
 - 2% decrease in ADT, 139,000 trips
 - 5% decrease in peak-hour traffic, 31,000 trips

- inclusion of Rt 102, extending from I-80 at I-5 to Auburn near Bell Avenue, widening of current freeway and roadways; addition of bridge crossings; and other projects necessary to bring the transportation system to LOS E

metro study
strategy emphasis

alternative four



expand current light rail lines to Antelope on I-80 , Hazel on Rt 50, and south to Meadowview; bus service to some new growth areas

voluntary TCM measures including carpool/vanpools, flexible work schedules, and other measures resulting in:

- 2 % decrease in ADT, 139,000 trips
- 5 % decrease in peak-hour traffic, 31,000 trips

inclusion of Rt 102, extending from I-80 at I-5 to near Bell Avenue, a beltway freeway extending from I-80 at Rt 65 to Rt 50, to Rt 99 south of Elk Grove to I-5 widening of current freeway and roadways; addition of bridge crossings; and other projects necessary to bring the transportation system to LOS E

TIMELINE

o August

- Complete Analysis on Four Alternatives in Regard to: Traffic, Air-Quality, and Cost

o September

- Submit Metro Study Preliminary Report, including Transportation System Recommendations, to the PAC and TAC for Approval

o October

- Hold Public Workshops on Preliminary Recommendations
- Finalize Study Recommendations

o November

- Present Final Report to SACOG Board for Approval

o Post-Study

- Begin Implementing Study Recommendations

FINAL REPORT

- o Recommended by PAC
- o Adopted by SACOG Board
- o Specify implementation measures by jurisdiction
- o Each PAC member will help SACOG and local staff present implementation measures to their elected body
- o Specify regional follow-up actions for SACOG
- o Input into 1988/1989 Regional Transportation Plan

PUBLIC NOTICE

The Sacramento City Council and City Planning Commission will hear a presentation of the Sacramento Metropolitan Area Transportation Study. This presentation is for informational purposes, and it will be given by the staff of the Sacramento Area Council of Governments. This meeting will be held at 3:00 p.m., July 18, 1988, at the Finance Department's meeting room, located at City Hall, 915 I Street.

Ad No. 30

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