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DEPARTMENT OF
PUBLIC WORKS

OFFICE OF ENGINEERING AND
TRANSPORTATION SERVICES

CITY OF SACRAMENTO
CALIFORNIA

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September 19, 1989

Budget & Finance and
Transportation & Community Development Committees
Sacramento, California

Honorable Members in Session:

SUBJECT: Transportation Infrastructure Report

SUMMARY

In the fall of 1987, the City Council directed staff to report on the condition of the City's infrastructure, identify deficiencies and outline plans to meet future growth. This report, an overview of the City's transportation system, is now presented for Committee information (see attached exhibit).

The City's transportation system includes: roadways, bridges, public transit, traffic signs and markings, traffic signals and street lights. The City's investment in transportation infrastructure is staggering at an estimated replacement cost of \$822,500,000 million dollars. This report provides information on the inventory, identifies some future transportation system enhancements currently under consideration, and briefly discusses the role of public transit.

This report does not address the condition or inventory of bridges, which will be presented as a separate report.

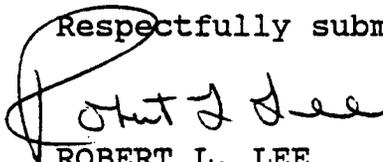
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RECOMMENDATION

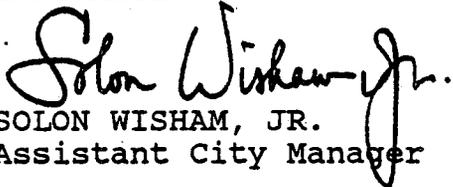
This report is submitted for Committee information only.

Respectfully submitted,



ROBERT L. LEE
Deputy Director of Public Works
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APPROVED FOR COMMITTEE
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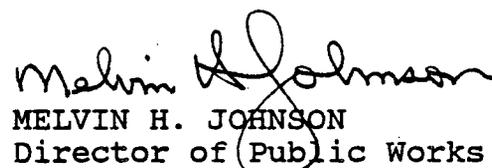
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September 19, 1989
All Districts

**TRANSPORTATION
INFRASTRUCTURE REPORT**

CITY OF SACRAMENTO

DEPARTMENT OF PUBLIC WORKS

SEPTEMBER 1989

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CITY OF SACRAMENTO

TRANSPORTATION INFRASTRUCTURE REPORT

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Prepared by
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EXECUTIVE SUMMARY

The Transportation Infrastructure Report contains information regarding the current conditions and future needs of the City of Sacramento's transportation system. Our transportation system is designed to move people and goods. This "system" is not unlike an ecological system, in that it is a balance of needs, uses and responds to internal and external forces. This balance includes providing for the various transportation needs: streets and roadways for all users; parking for vehicles; and transit usage.

The downtown core of Sacramento is the hub of business and government for not only the City, but the County, and the State and therefore mobility is essential. Due to the geographic constraints of the core area, we are also affected immediately by changes in use of the transportation system for the whole metropolitan area. Projected growth for the area is anticipated to generate a serious strain on our transportation system.

To maintain the transportation system not only requires physical care of the existing facilities, but an ongoing assessment of current and future planning needs which include the financial impact and implication of adjustments to the system. Through cooperative efforts and planning by the Federal Government, the State legislature and local agencies, the City of Sacramento will continue to strive for a healthy multimodal transportation system.

HISTORY

Transportation has special historic significance in the City's development. Sacramento is a city born and raised by transportation; by wagon team, by freighter, by riverboat and finally by the railroads and vehicles.

Sacramento's very location, situated as it is at the junction of two great rivers and centrally located in the great valley, made its emergence as a transportation center inevitable. The maze of sloughs and estuaries in the area served as a watery superhighway for miners. The river was a lifeline to bay ports and the beltline for transportation to the gold fields. Passengers and freight were later carried here by the railroads. Sacramento became the western terminus of the transcontinental railway. However, in time even the "iron horse" was defeated by the automobile and truck as the most common means of travel. This trend may be

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reversed in the future as passenger rail makes a significant comeback in metropolitan areas.

The City limits have expanded greatly since Sacramento's founding in 1849. The original city was generally bounded by Broadway to the south, Alhambra Blvd. on the east, "A" street to the north and the Sacramento River to the west. The City remained this size for approximately 60 years, until 1909, when the southern border was extended to what is now Sutterville Road and the area known as East Sacramento was annexed. During the second major annexation period (1951 - 1960) in the City's history Greenhaven, South Sacramento, and the U.S. Army Depot property were added.

Between 1961 and 1970, the city annexed large areas north of the American River. This included both North and South Natomas and North Sacramento. The City's borders expanded to include the La Riviera area to the east and the Cosumnes River College area to the south. Smaller annexations were made between 1971 and the present that included parcels in the Natomas area and along the Garden Highway. Exhibit 1 is a map showing the detailed growth of the City.

EXISTING ROADWAY NETWORK

As the city grew outward from its original boundaries, the roadway network expanded in the same fashion. The transportation network within the City of Sacramento can be characterized as radial in nature, the major streets starting in the Central Business District (CBD), then radiating outward. In Sacramento, this system is somewhat abbreviated by significant natural boundaries, the Sacramento and American rivers, which flow through and adjacent to the City.

In most cities, the transportation system focuses on the Central City and radiates outwards from these to the suburban areas. This is also true in Sacramento as the freeway system, the major streets and transit services are all directed toward the City center.

In the downtown area, the surface streets are laid out in a grid format. The most heavily traveled corridors are served by one-way facilities. The areas outside the downtown conform to a typical suburban roadway design with major arterials serving commercial-office-industrial corridors and providing access to the regional freeway network. These major arterials are typically laid out in a one-mile grid pattern that follows old section line roads. A system of collector streets provides

access for local residential areas to the arterial system.

The 2500 lane miles of roadway within the city are categorized by street type, as illustrated in the following table :

STREET TYPE	LANE MILES	REPLACEMENT VALUE
Freeways	370	\$ 300 MILLION
Arterial	470	\$ 84 MILLION
Collector	315	\$ 54 MILLION
Local Collector	220	\$ 34 MILLION
Industrial	75	\$ 16 MILLION
Residential	1,330	\$ 160 MILLION
Alleys	80	\$ 4 MILLION
TOTAL	2,490	\$ 652 MILLION

With this street system there are approximately 12,000 intersections and 22,000 street segments.

Streets serve two primary functions. The first is to provide a conduit to move traffic from one point to another. The second is to provide access to adjacent parcels. Generally speaking, the lower the classification of a street, the less emphasis is given to the efficient movement of traffic while greater consideration is given to accessibility to adjacent property. The converse is true for the higher classification of streets. This is shown by the lack of access on high volume freeways and the many driveways on low volume residential streets.

The regional freeway network is dominated by four major freeway systems. These are the Interstate 5 (I-5) /State Route 99 (SR 99) system (north-south); the Sr 99/business 80 (B-80) system (northeast-south); the B-80/SR 99/U.S. 50 system (east-west); and the Interstate 80 (I-80) system (northeast-west).

PUBLIC TRANSIT

In Sacramento, public transit is provided by a bus system as well as light rail. At present, the major service provider is the Sacramento Regional Transit District (RT). RT serves eleven communities within a 340 square mile area with a fixed route system of 65 bus routes and an 18.3 mile long light rail starter line.

The bus routes are deployed in a grid-radial pattern, interlinked to make synchronized connections at designated RT Metro stations, bus transit

centers and in downtown Sacramento. RT carries approximately 55,000 passengers on weekdays, 16,000 Saturdays and 9,500 on Sundays. These RT ridership figures include a substantial area outside of the City of Sacramento. The 55,000 weekday transit trips represent approximately 2% of the total travel mode in the region. During peak hours, it is estimated that this mode increases to 4 to 6 percent for the region.

The light rail fleet includes 26 LRT cars run along the system at 15 minutes intervals. Exhibit 2 depicts the alignment of the Light Rail lines as well as the location of the RT Metro stations. As shown, the alignment generally has two branch lines extending east from downtown. The route of the southern branch runs east along O street to 12th Street. It then jogs south along 11th Street to R Street and extends along R Street, connecting with Folsom Boulevard at Power Inn Road. The northern branch route extends east along K street as far 12th Street, where it cuts north and eventually extends northeast as far as the SPRR tracks. From this point, the line continues northeast and north of Del Paso Park as far east as Watt Avenue. The line ends west of the intersection of B-80 and I-80.

The present transit system works most effectively in downtown Sacramento. The light rail starter line and express bus service provided by RT and Yolo Bus, Roseville Commuter Line and El Dorado Transit all focus on the downtown core. The Transportation Division, Public Works Department and Regional Transit participated in a cordon count of the downtown core to determine the mode split during the morning commute hours in March of 1988 and 1989.

From 6:30 AM to 9:30 AM the following number of trips were recorded traveling into the downtown core area:

	Number of Person Trips	
	1988	1989
Motor vehicles other than buses	48,458 (91.3%)	48,700 (88.3%)
Buses	2,381 (3.6%)	2,867 (5.2%)
Light Rail	3,505 (5.1%)	3,581 (6.5%)
TOTAL	54,344	55,148

Needs

Transit system expansion will be needed particularly along congested travel corridors. In areas of high intensity development, the transportation service provided by transit must be included in the overall evaluation of the appropriate transportation infrastructure to be provided. Where appropriate, the street system should be designed to better serve bus access. However, even with improvements, the majority of the travel demand in the downtown core will continue to be served by the private motor vehicle for at least the near term. Outside of the downtown core, it may not be cost effective with our current densities to provide sufficient transit service to raise the peak hour mode split beyond 10 percent.

RT recently selected a consultant to perform the technical work on their "Systems Planning Study". The Systems Planning Study will evaluate the best routes for extension of the light rail system and will result in an overall plan for the future Regional Transit System.

Funding

35% of the current funding provided by Measure A goes into the transit system.

STREET LIGHTS/TRAFFIC SIGNALS/REGULATORY SIGNS

In addition to the street inventory, the City's transportation infrastructure also includes street lights, traffic signals and signs. There are approximately 55,000 traffic signs, 23,000 street lights and 500 traffic signals as a part of the infrastructure as shown in the following table:

TRAFFIC SIGNS AND SIGNALS			
Traffic Signs		Traffic Signals	
Sign Type	Number	Signal Type	Number
Parking signs	12,200	Fixed Time	219
Regulatory signs	14,300	Traffic actuated	215
Warning signs	8,700	LRT interface	31
Guide signs	4,100	TOTAL	465
Street name signs	15,700		
TOTAL	55,000		
REPLACEMENT VALUE		\$57,500,000	

As a regulatory and traffic control measure, traffic signals are an integral part of the City's transportation system. Traffic signals not only provide for safe crossing at intersections, they also control the traffic circulation and speed of traffic flow. Interconnection and synchronization of signals provides for the coordinated flow of traffic and minimization of travel time on interconnected routes. The City currently operates about 465 traffic signals. This includes 219 fixed time, 215 traffic actuated and 31 signals which interface with the Light Rail System.

FUNDING

The street system, street lights, traffic signals, and signs and markings work together to form the primary transportation infrastructure present in the City of Sacramento today. This system serves the approximately 817,000 trips generated daily in the neighborhood and works together with the neighborhood agencies to serve the 2.32 million trips generated daily by the region. Through the Capital Improvement Program (CIP), the City's system is both maintained and expanded as growth and development occur. Current funding sources for transportation maintenance and construction are:

Gas Tax

Gas taxes are apportioned to the City by a formula based upon population and fuel consumption. State law restricts the use of these proceeds be used for only street purposes. City revenue from the gas tax source is roughly \$5.3 million annually. The City's gas tax revenue is primarily used for Street Maintenance and Capital Improvement. The yearly increase in this amount is modest and will remain so unless changes are made in the State gas tax rate. California's gasoline tax rate is 9 cents per gallon. A comparison of the tax rate per gallon charged by each of the 50 states shows California ranking 47th; only three states have lower tax rates. The median gas tax rate is 13 cents per gallon.

Traffic Safety

Traffic Safety Funds are derived from fines imposed by the court on moving vehicle violations. State law restricts the use of these funds to: construction and maintenance of streets and traffic control devices; equipment and supplies for traffic law enforcement;

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accident prevention programs. The annual resources from this fund total about \$ 1.3 million, and yearly increases are very minimal. With the exception of the crossing guard program, all of this fund is used for maintenance of streets and traffic signs and markings.

Major Streets

The Major Street Construction Tax is a City imposed fee on all building valuation for new construction or for alterations which add areas to existing buildings. Use of these funds is restricted by the City Code to street construction, replacement or alterations to roadway traffic control and lighting. General Street maintenance is not a permitted use for these funds. Annual resources from this fund are approximately \$2.5 million. Although the fund increases with the growth of new construction, this growth requires additional expenditures for street maintenance.

Sales Tax

Revenues generated by the recently passed one-half cent sales tax increase, will provide additional revenue of approximately \$10 million annually. Four million of which is for street maintenance program and \$ 6 million for capital improvements.

PROJECTED TRAFFIC CONDITIONS

Sacramento is one of the fastest growing areas in California. This development will result in significant increased traffic volumes on City streets and regional freeways. In areas of the City which are at present largely undeveloped, these increases could exceed 100 percent by the year 2016.

Traffic generation is expected to grow from the current 817,000 total daily vehicle trips to 1,624,000 daily trips in 2016. Correspondingly impacted street segments are expected to increase from the 33 segments of today to 102 segments by 2016 , an increase of over 300% (Exhibit 3).

Exhibits 4 through 15 give a graphic representation of current and future traffic conditions on both the city-wide freeway system and on a community plan basis.

The daily traffic volumes on the existing circulation system are evaluated on their ability to operate at acceptable levels of service (LOS). Level of service is a quantitative measure of traffic operating conditions based primarily on traffic flow and safety, with letter grades A through F representing progressively worsening conditions.

- LOS A: Free flow, low traffic density
- LOS B: Delay is not unreasonable, stable traffic flow
- LOS C: Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists
- LOS D: Moderate congestion, movements more restricted, queues and delays may occur during short peaks, but with no excessive backups
- LOS E: Heavy congestion, excessive demand on the roadway causes delay to motorists due to congestion
- LOS F: Extreme congestion, demand greater than capacity

Additional information on Level Of Service and Average Daily Trip Calculations is provided in the Appendix.

Given the City's criteria for acceptable LOS (LOS C or better), almost all segments of the freeway system serving the City are expected to experience significant adverse traffic impacts. The projected freeway traffic volumes for Sacramento under the General Plan and other regional growth are equivalent to some of the highest ADTs recorded currently on Bay Area and Los Angeles freeways.

Currently many freeway segments, with the exception of portions of I-80 and I-5 are built out to their maximum widths given Caltrans' policy of a maximum freeway width of eight lanes.

MITIGATION MEASURES

Traffic Conditions

One possible means of reducing congestion is through the expansion of current capacity. However, the maximum level of physical improvements possible for mitigation include eight-lane surface street widths and eight-lane freeway segments. The City has established a maximum width of six lanes for surface streets, with the minor exception of 3 facilities that have 8 lanes. As noted earlier, Caltrans's policy limits freeway

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widths in the Sacramento region to eight lanes and this policy is not expected to change. The lack of available right of way would further deter widenings beyond eight lanes.

Almost all freeway segments, with the exception of portions of I-80 (between I-5 and Truxel Road) and I-5 (between I-80 and Del Paso Road), would operate with a volume to capacity (V/C) ratio above 0.80. This ratio could not be mitigated to less-than-significant levels without displacing existing development.

Major construction improvements to the regional transportation system, will be needed to improve freeway operations. These facilities include development of the Beltway, Route 102, the Richards connector, and the Truxel Bridge. In addition to these a number of alternatives have been proposed by Caltrans and local agencies, further studies of these alternatives are needed to quantify their impacts; those alternatives are briefly described below.

Sacramento Beltway The radial nature of the Sacramento regional freeway system causes considerable out-of-direction travel for long distance commuters, which contributes to congestion on the downtown freeways. A proposed Beltway, involving the construction of a new freeway, from generally I-5 south of the city limits, east and north through the communities of South Sacramento, Folsom, and Orangevale to a potential terminus at I-80 and the Route 65 bypass would improve circulation in the region. Studies are currently being performed by SACOG to identify a preferred alignment. Analysis has indicated that the Beltway would reduce traffic volumes from 3 to 15 percent on all Sacramento freeways.

The Beltway would also relieve travel demand considerably on major north-south arterials east of downtown between U.S. 50, Interstate 80 and Business 80. A reduction of up to 50 percent is projected on arterials nearest the Beltway (Hazel Avenue) and lesser reductions would occur as far west as Howe Avenue. While there has been substantial opposition to the Beltway from local governments, land owners and neighborhood groups, the preliminary analysis of this route indicates it would significantly reduce traffic impacts on the existing freeway and surface street system. Additional studies would be required to determine more exact, quantifiable impacts of the proposed Beltway.

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Richards Connector The Richards Extension is a proposed facility that would link Richards Boulevard from its terminus at 160 to B-80 in the north Central City area. The facility would include a freeway interchange with B-80 between the E street ramps and the American River Bridge. An EIR is currently being prepared on this facility. Preliminary studies indicate that the Richards Connector could divert a large amount of traffic currently using the downtown B-80 ramp system (E, H, J, N, and P streets). Traffic with origins or destinations north or northeast would find the new B-80 interchange a faster route than the downtown ramp system.

Truxel Road Bridge The North Natomas Community Plan EIR and the adopted North Natomas Community Plan have identified a Truxel Road Bridge as a potential improvement to alleviate traffic congestion on I-5. The proposed project could cross the American River into the Richards Boulevard area, where it potentially would tie into North 5th or 7th street. The North Natomas Community Plan EIR and the General Plan EIR analyzed this improvement and concluded that it could be effective in reducing traffic volumes on I-5 to less-than-significant levels. Feasibility studies will have to be conducted to determine costs and compatibility with the existing land uses.

Route 102 Caltrans has proposed development of Route 102 as a metropolitan by pass from SR99 near I-5, passing near Lincoln, and intersecting with I-80 northeast of Auburn. This route is intended to divert through traffic from local traffic in the Sacramento Metropolitan area. Caltrans projects the need for this facility sometime after 2005, which is consistent with the Sacramento General Plan Update. By the year 2016, an estimated 30,000 ADT may use this facility. This diversion would reduce volumes on I-80 significantly -- potentially enough to reduce traffic impacts on some segments to less-than significant levels. Caltrans recommends that studies begin in the near future to identify alignments and to preserve a corridor from development.

High Occupancy Vehicle Lanes Caltrans has considered implementation of HOV lanes for transit and carpool use in the Sacramento area. HOV lanes are reserved for vehicles carrying more than one passenger, thereby reducing the commute time of those vehicles and encouraging HOV use. Caltrans maintains a policy of using HOV lanes only when those lanes can

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require the loss of an existing "open use" lane. An HOV lane is being planned on Highway 99 between Mack and Martin Luther King, Jr. Boulevard with the possible future extension south to Elk Grove.

Caltrans is planning other treatments that would improve overall traffic flow on the local freeways. The improvements include potential widening and redesign of B-80 between Exposition Boulevard and El Camino Avenue, metering of almost all freeway ramps in the metropolitan area, and operational improvements on B-80 between E street and the I-80 split.

Sacramento Area Council of Governments (SACOG) is currently conducting a region-wide HOV study of potential HOV locations to determine locations and priorities of such facilities.

Transportation Systems Management

The general concept behind Transportation Systems Management (TSM) is to make more efficient use of existing transportation resources. If more people can be carried on the same transportation infrastructure, travel demand can be satisfied with a smaller investment in roadways and other transportation facilities.

For example, it is generally assumed that a travel lane on a freeway can carry a maximum of 2000 vehicles per hour. At present, the average auto occupancy (number of persons in the vehicle) on a freeway lane in the Sacramento area is about 1.2 persons per vehicle. Therefore, this freeway lane can carry 2400 people. If the auto occupancy could be raised to 1.4 persons per vehicle, the freeway lane could carry 2800 people for the same transportation investment.

TSM measures fall into two categories: 1) Reduction of the travel time for vehicles that have a higher number of occupants; and 2) Increasing the number of people in the vehicles that can currently be accommodated on the existing transportation system.

Travel time reduction measures can include:

- * High occupancy vehicle lanes
- * Transit system improvements

Vehicle occupancy increases can be accomplished through:

- * Rideshare matching services
- * Parking management policies
- * Fare reductions for transit riders

Transportation facilities are generally constructed to accommodate the travel demand during the am and pm commute peak periods. "Home-to-Work" trips account for approximately 20 percent of the total daily travel in the Sacramento area. Therefore, many TSM strategies focus on the commute trips made to places of employment.

December 13, 1988, marked the date that Council adopted TSM Ordinances that revised the requirements for non-residential development within the City and created requirements for Employers with 25 or more employees. The Developer TSM Ordinance and implementation guidelines required that the Developer select and provide TSM measures (e.g. facilities, services and/or subsidies) for 35% of potential occupants of the project. The revised Developer program offers a wider selection of TSM measures and has tied the implementation and or completion date of the selected measures to existing construction phases. This accomplished two objectives: 1) it allowed the developer to set the schedule based on the project's construction schedule, and 2) allowed the developer to spread out the cost and actual implementation efforts associated with the TSM measures.

The program is structured such that the facilities, services and/subsidies are available at the onset of tenant occupancy rather than at a later date. In this way, the developer is able to promote the TSM measures as a beneficial feature of the project.

The Departments of Public Works and Planning and Community Development held a jointly sponsored workshop for area developers to introduce the new program and its requirements. To date, the changes in the program have garnered positive responses and acceptance from the development community.

The City's Employer TSM Ordinance (now Chapter 77 of the City Code) requires all employer within the City to provide TSM resources and information to employees. Major Employers (those with 100 plus employees) must develop and file a Transportation Management Plan (TMP) with the Traffic Engineer. Upon approval of the plan, qualifying companies will receive a Transportation Management Certificate, valid for one year.

Staff developed the employer implementation guidelines with the cooperation and assistance from volunteers from area employers. A committee of 14 volunteers from both private and public employers

developed a program that is flexible and equitable. The employer selected TSM measures are implemented over an employer-defined timeline (and must be updated annually) thereby allowing for flexible implementation.

Orientation/Implementation meetings for area Chief Executive Officers accompanied the initial implementation of this new program, the first series of which began last month. The workshop format and contents were developed by volunteers from area employers.

City TSM staff has been working with Caltrans' Sacramento Rideshare and Sacramento Metropolitan Air Quality Management District to develop Transportation Coordinator Workshops. These workshops have been designed to meet the training requirements of Chapter 77. These workshops are to be scheduled such that affected employers may take full advantage of this free training.

Every effort is being made by City TSM staff to ensure timely implementation coordination of the City's Employer TSM Program with existing programs. City TSM staff has been working with Regional Transit, Sacramento Rideshare, Sacramento Metropolitan Air Quality Management District, and the Caltrans' Office of Traffic Improvement to coordinate program implementation and reduce duplication of effort.

The City's TSM Ordinances and implementation programs are considered to be on the cutting edge of this relatively new area. The 35% alternative mode usage, although seemly high, can be reached. The City has already demonstrated this fact in Midtown. The revised Developer TSM program will compliment this 35% alternative mode goal by providing facilities and services for potential occupants as these new projects come on line.

Transit

As congestion increases on local streets and freeways, the use of alternative commute modes such as transit is expected to dramatically increase. For example it has been estimated that the central city can achieve up to a 20% mode split; with expanded LRT corridors, the region may attain up to a 10% mode split.

The use of transit as a viable alternative commute mode will be promoted

through the City's TSM program. Although RT is the primary transit provider in the metropolitan area, other agencies are now upgrading and increasing service to the downtown core. The City's program promotes the transit use for all providers. Some transit agencies provide specialized transit service in the form of buspools and express service.

Many employers are now recognizing the viability and advantages of specialized transit services such as buspools (buspools operate like carpools) and shuttle service for employees. Employers are beginning to fill the gap left by traditional transit services by providing private shuttle services to employees. These services are used to provide employees with transportation from off-site parking lots, or light rail/bus stops. Many of these private shuttles provide mobility to employees for business purposes, allowing the employee to leave the company or personal auto parked.

The passage of Measure A has provided a new funding source for the Regional Transit. This additional funding allowed RT to increase hours of operation while delaying fare increases. Other possible funding sources could include assessment districts to fund future expansion of the transit system. Transit use will not dramatically increase unless it's use is encouraged and promoted. As of January, 1989, the State of California began to offer subsidized transit passes to state employees. The success of this program will encourage other employers to follow suit.

Even with increased promotion and availability, transit will not be able to provide convenient (i.e. frequent service headways, and close stops requiring little or no travel by the user) travel for the entire region. The downtown core will continue to be well served by transit. However, many employees working in the City will not be able to use transit due to the limited service offered for many of the work to home trips.

NEIGHBORHOODS

Drivers seeking alternative routes to avoid congestion on major arterials and freeways are now causing congestion and increased volumes in residential areas. The older parts of Sacramento were laid out in a rectangular grid system which allows a high degree of connectivity in the street system, but also allows drivers to choose multiple paths for their trips. More suburban parts of the City have a hierarchical system of arterial, collector and local streets. The problems associated with the

increased traffic include: noise, speeding, air pollution, parking problems, and increased truck traffic. Mitigation measures for these attendant problems began in 1979. However, each measure has its own limitations and must be evaluated for the additional cause and effect on neighborhood traffic. The radial nature of the transportation system in Sacramento provides a wide choice of travel patterns, thus limiting the effectiveness of mitigation measures.

Speed Control Measures

The City of Sacramento utilizes two programs for dealing with commute or short-cutting traffic in residential neighborhoods. These are stop or yield signs and undulations.

Stops and Yield Signs

The City Council has adopted a policy for using stop and yield signs in an effort to control speed on certain streets. Criteria have been established for such controls to avoid over use of regulatory signs. The adopted minimum requirements for this program are as follows:

<u>Item</u>	<u>Stop Signs</u>	<u>Yield Signs</u>
Distance between Signs (feet)	1,000	750
Traffic Volume (vehicles per day)	750	500
Percent of Traffic Exceeding Speed Limit (%)	50	50

The distance requirement is needed to avoid placing signs at every intersection along a street that meets the other two requirements. The volume requirement is needed to avoid placing signs on every minor local street, and the percent over the speed limit is to assure that signs are placed at locations where there are real, rather than imagined, problems.

Undulations

The City's Undulation Program began in 1979 to address problem of speeding in residential neighborhoods. Undulations can be an effective speed control device. However, the specific parameters necessary for the placement of undulations restrict its use.

The first undulations were placed on Sandburg Drive in River Park on October 11, 1979. Since that time, they have been placed on 95 streets throughout the City to control speed. This type of speed control is intended for streets where stop or yield signs would be inappropriate because there are no intersecting streets or all side streets are the "T" type. Many of the streets parallel freeways, railroads or water courses, and the side streets all intersect from one side.

In September of 1987 the requirements for the undulation program were modified not only to deal with residential streets but streets that are adjacent to parks and schools as well. The criteria for undulations is as follows:

MINIMUM QUALIFYING CRITERIA

1982 CRITERIA

RESIDENTIAL

Street frontage of subject street segment must be 75 percent residential.

Posted speed must be 25 or 30 MPH.

Street cannot be part of the Regional Transit bus network.

1987 CRITERIA

RESIDENTIAL

Street frontage of subject street segment must be 75 percent residential.

Posted speed must be 25 or 30 MPH.

Street cannot be part of Regional Transit bus network.

Street contains no curves with greater than a 70 degree angle.

Two -third majority residential approval required.

PARKS AND SCHOOLS

Street frontage of subject street segment must contain a school or park.

Posted speed must be 25 or 30 MPH.

Street cannot be part of Regional Transit bus network.

Street contains no curves with greater than a 70 degree angle.

PRIORITY RANKING POINT SYSTEM FOR QUALIFYING STREETS

1982 POINT SYSTEM

1987 POINT SYSTEM

RESIDENTIAL

RESIDENTIAL

PARKS AND SCHOOLS

One point for every 50 vehicles travelling the street in a 24 hour period.

One point for every 50 vehicles travelling the street in a 24 hour period.

One point for every 50 vehicles travelling the street in a 24 hour period.

One point for each residential unit fronting the street plus one point for each 70 feet of school, park, playground or apartment frontage.

One point for each residential unit fronting the street plus one point for each 70 feet of school, park, playground or apartment frontage.

One point for each residential unit fronting the street plus one point for each 70 feet of school, park, playground or apartment frontage.

One point for every percentage point of traffic exceeding the speed limit.

One point for every percentage point of traffic exceeding the speed limit, plus one-half point for each mile per hour of speed differential between the posted speed and the 85 percentile speed.

One point for every percentage point of traffic exceeding the speed limit, plus one-half point for each mile per hour of speed differential between the posted speed and the 85 percentile speed.

Note: The purpose of placing undulations near parks and schools is to create a safer environment for young children (preschool through junior high school). Streets fronting high schools will be considered using the standard minimum criteria for residential streets as high school students are more responsible and fall in the category of young adults.

Neighborhood groups wishing to have undulations installed on a specific street in their community may contribute the total cost of installing the undulations according to the following guidelines:

1. All streets must meet minimum criteria standards.
2. When the total cost is to be borne by residents, the projected cost will be paid to the City prior to the awarding of bids for the undulation program in the year installation is to take place.

Crossing Guards

In addition to the undulation program adjacent to schools, the City has a program for the placement of crossing guards to assist children crossing the street. Locations are identified by the Transportation Division; actual placement and administration of personnel is handled by the Police Department.

The policy is quite liberal in comparison to national standards. The method for determining if a crossing guard is needed is to assign points for the following factors:

- Traffic gaps
- Number of children
- Traffic speed
- Heavy turning movements
- Unusual geometric configurations
- Visibility obstructions
- Heavy truck movements
- Railroad crossings

The number of points will usually be between 0 and 200 for the gap analysis, which is the most important factor. This analysis measures the number of gaps in the traffic stream that are adequate for a child to safely cross the street. At signalized intersections, the gap analysis only includes turning vehicles while pedestrians have the green or walk light. Points for the number of children can vary between -50 and +50. Minus points are assigned for locations with less than 30 children; and if there are less than 20, the location does not qualify regardless of other factors. One point is given for each mile per hour that the speed limit is over 25 mph. The other items are given 0 - 20 points based on a subjective evaluation.

A total of 100 or more points will qualify a location for a crossing guard; and if at any time the number of children drops below 20, the guard will be removed.

Speed limits

The placement of speed limits is controlled by the California Vehicle Code. Unless the state requirements are met, the speed limit is considered a

7-

"speed trap" and cannot be enforced with radar.

Local streets with 16 houses per quarter mile (or 13 houses if they are all on one side) have a 25 MPH speed limit unless posted otherwise based on an engineering survey. All other streets have a 55 MPH speed limit unless posted otherwise.

The engineering survey is limited to analysis of the three following factors:

- Prevailing speed
- Speed related accidents
- Unusual roadside conditions

The speed limit must be established within 5 mph of the 85 percentile speed.

This assumes that no more than 15% of the drivers operate their vehicles "too fast". If it can be shown that there are an unusual number of speed-related accidents or that there are hidden roadside conditions, a reduced speed can be posted. Appendix B is the most recently adopted speed limit resolution.

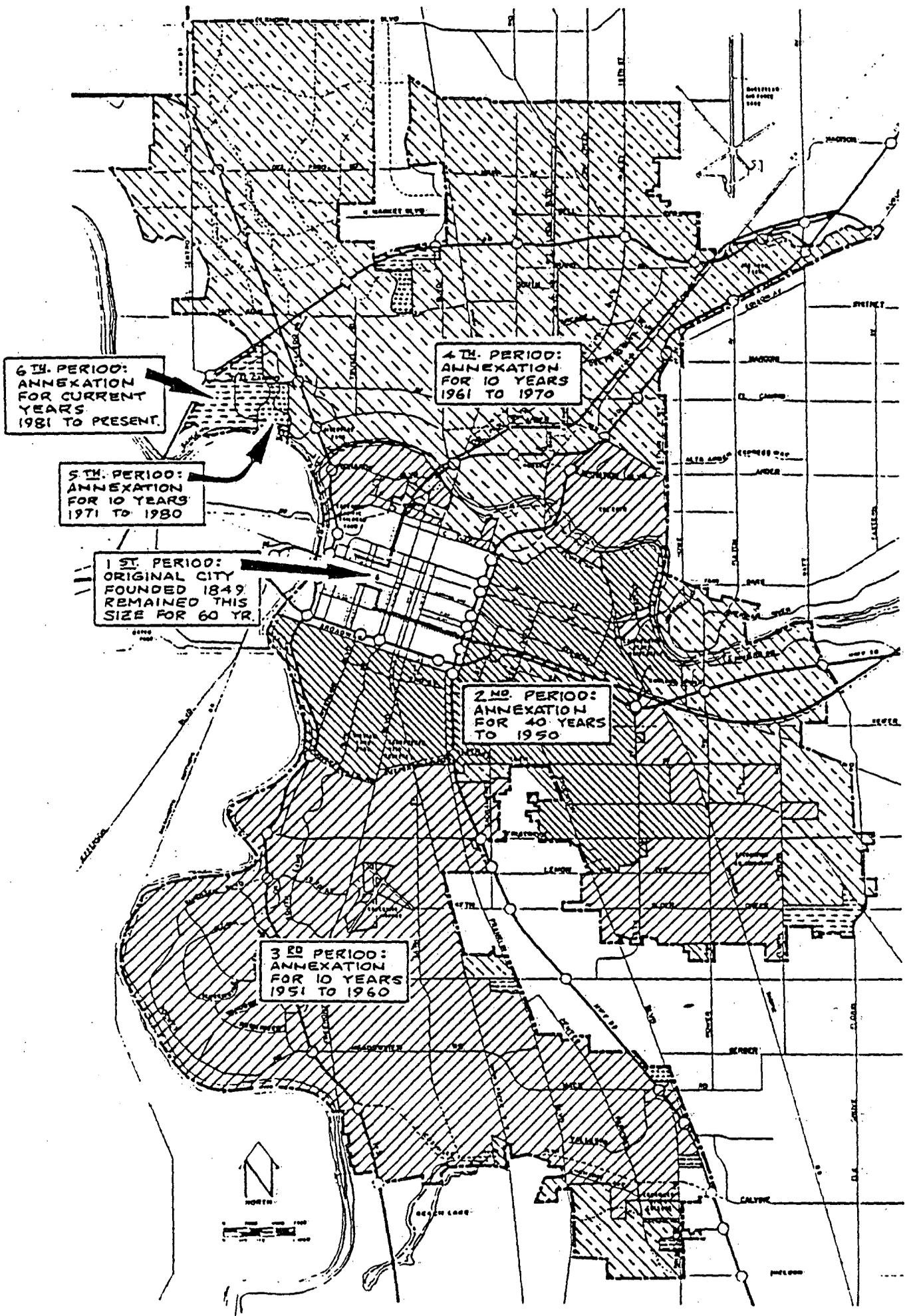
NEIGHBORHOOD ISSUES

In 1988, Transportation Division staff in Public Works began working on a proposal to look at neighborhood traffic issues on a more comprehensive basis. The first step would be to define a residential neighborhood bounded by arterial and/or collector streets that was experiencing problems with non-local traffic. After gathering traffic data, obtaining community input, and evaluating alternatives, an overall plan of traffic management for the neighborhood would be developed. The plan would use an appropriate combination of traffic signals, stop signs, traffic undulations, geometric design changes, etc. to allow the motor vehicles to use the street system in a manner compatible with the residential character of the streets, while still permitting the needed access.

Through funds available from Measure A, the Department of Public Works allocated \$70,000 to study six neighborhoods in this manner as part of the 1989-90 Capital Improvement Program. Any construction projects identified as part of the neighborhood studies would then have to be funded through the process used for the C.I.P. Additional studies will be needed beyond those identified for this year's C.I.P.

The older parts of the City that were laid out in the rectangular grid fashion have particular issues and constraints that will require additional evaluation beyond what was envisioned in the studies to be done for \$70,000. Any proposed changes in the transportation system can have an impact on the land uses along those streets and will have to be evaluated in conjunction with staff from the Planning and Community Department.

In developing areas of the City, Transportation Division staff will also work with the Planning and Community Development Department staff on the design of new neighborhoods to avoid the traffic management issues that are currently occurring in existing neighborhoods.



6 TH. PERIOD:
ANNEXATION
FOR CURRENT
YEARS
1981 TO PRESENT.

5 TH. PERIOD:
ANNEXATION
FOR 10 YEARS
1971 TO 1980

1 ST. PERIOD:
ORIGINAL CITY
FOUNDED 1849
REMAINED THIS
SIZE FOR 60 YR.

4 TH. PERIOD:
ANNEXATION
FOR 10 YEARS
1961 TO 1970

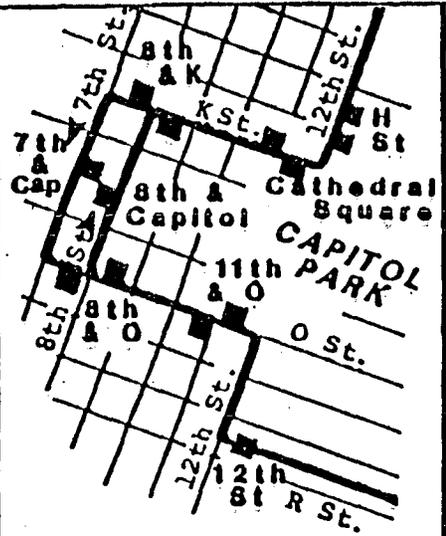
2 ND. PERIOD:
ANNEXATION
FOR 40 YEARS
TO 1950

3 RD PERIOD:
ANNEXATION
FOR 10 YEARS
1951 TO 1960





RT METRO SYSTEM MAP



NORTH SACRAMENTO

NORTH HIGHLANDS

CITRUS HEIGHTS

CARMICHAEL

EAST SACRAMENTO

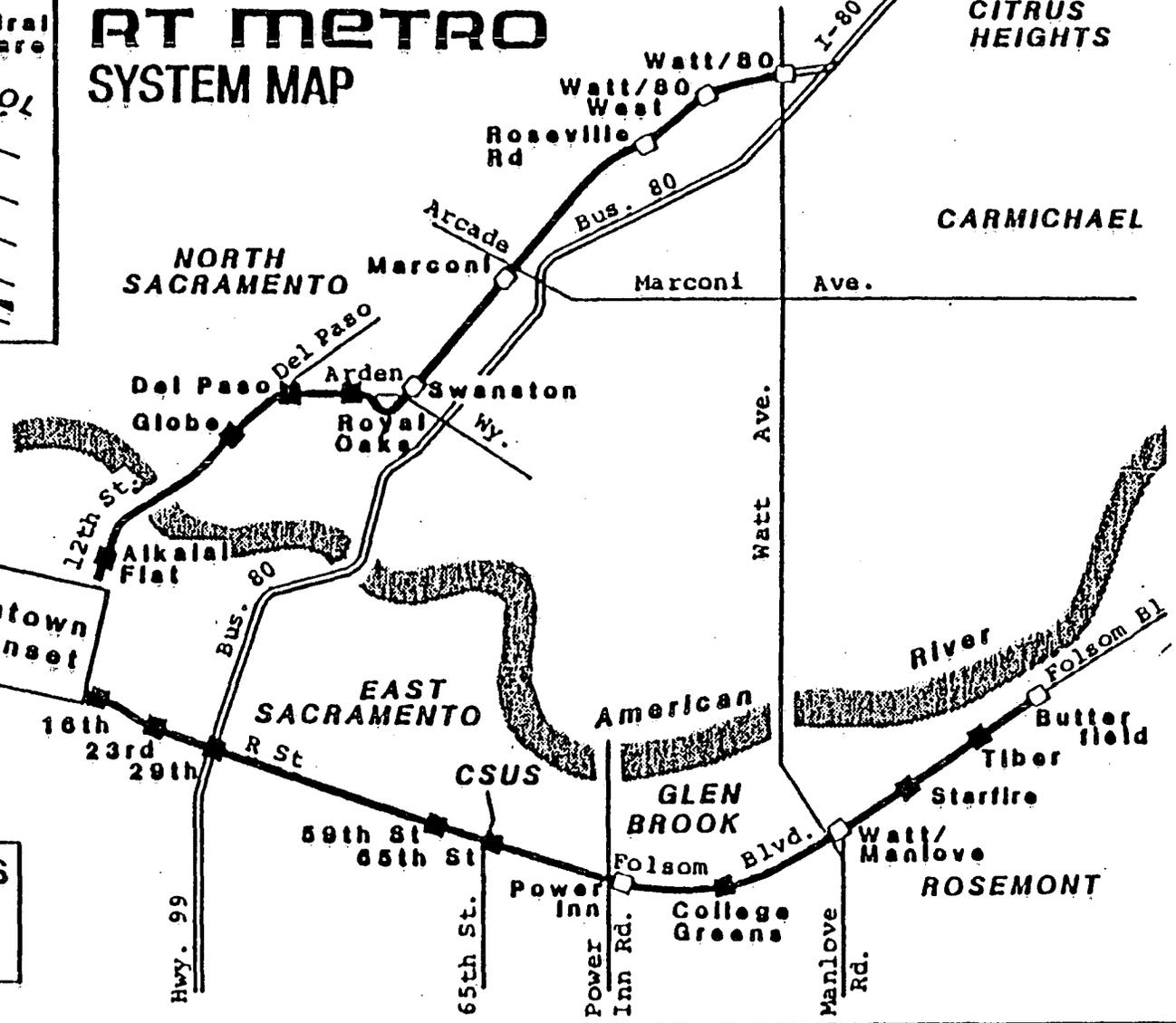
GLEN BROOK

ROSEMONT

Downtown See Inset

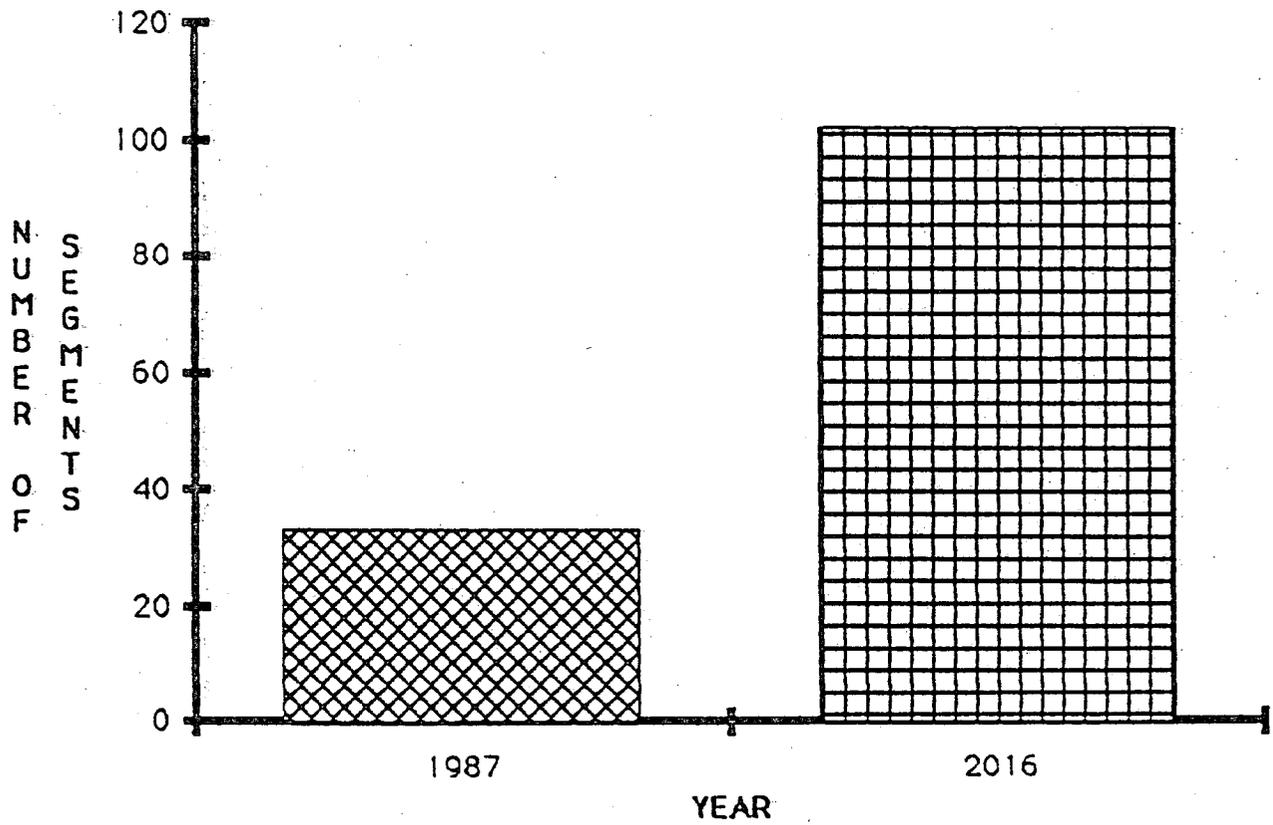


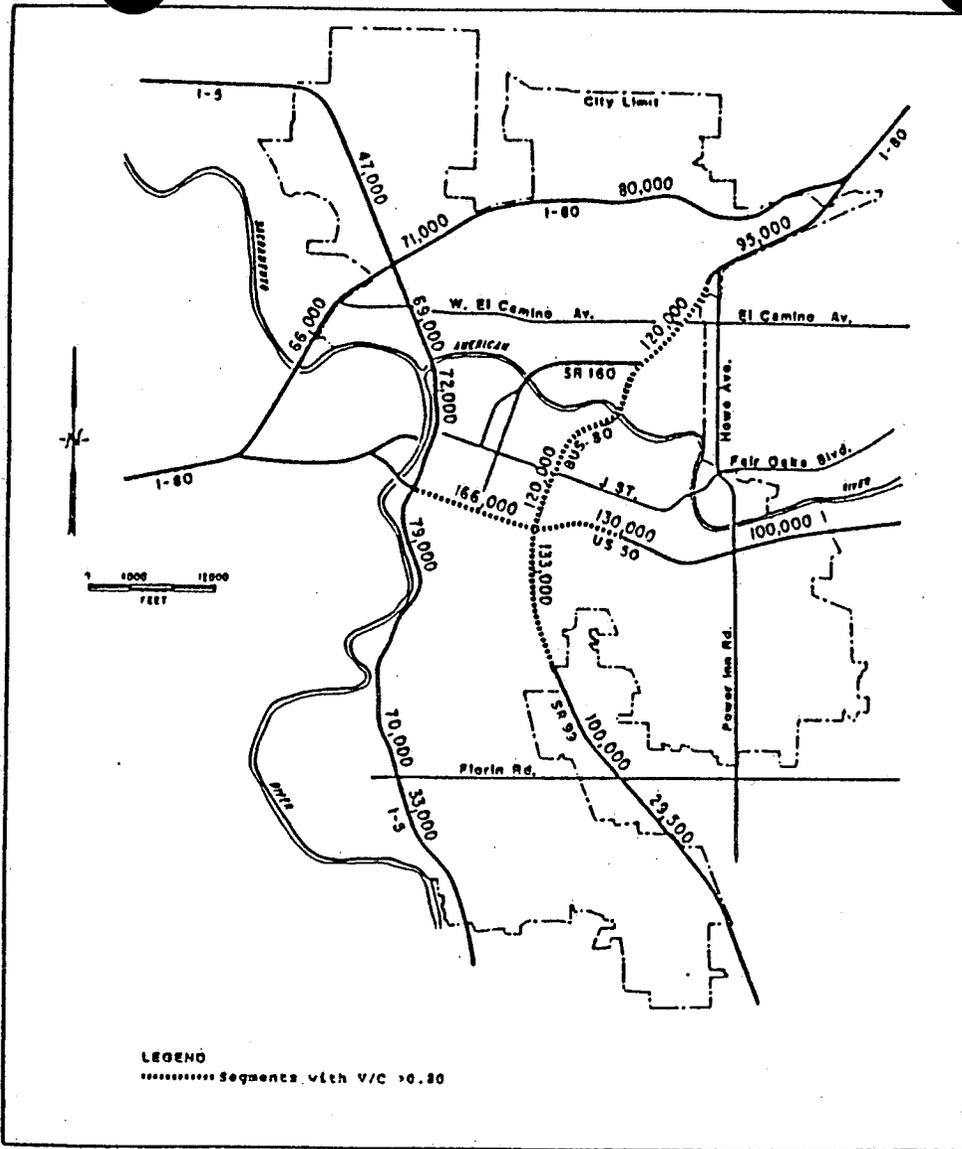
- METRO STATIONS**
- With Parking
 - Without Parking



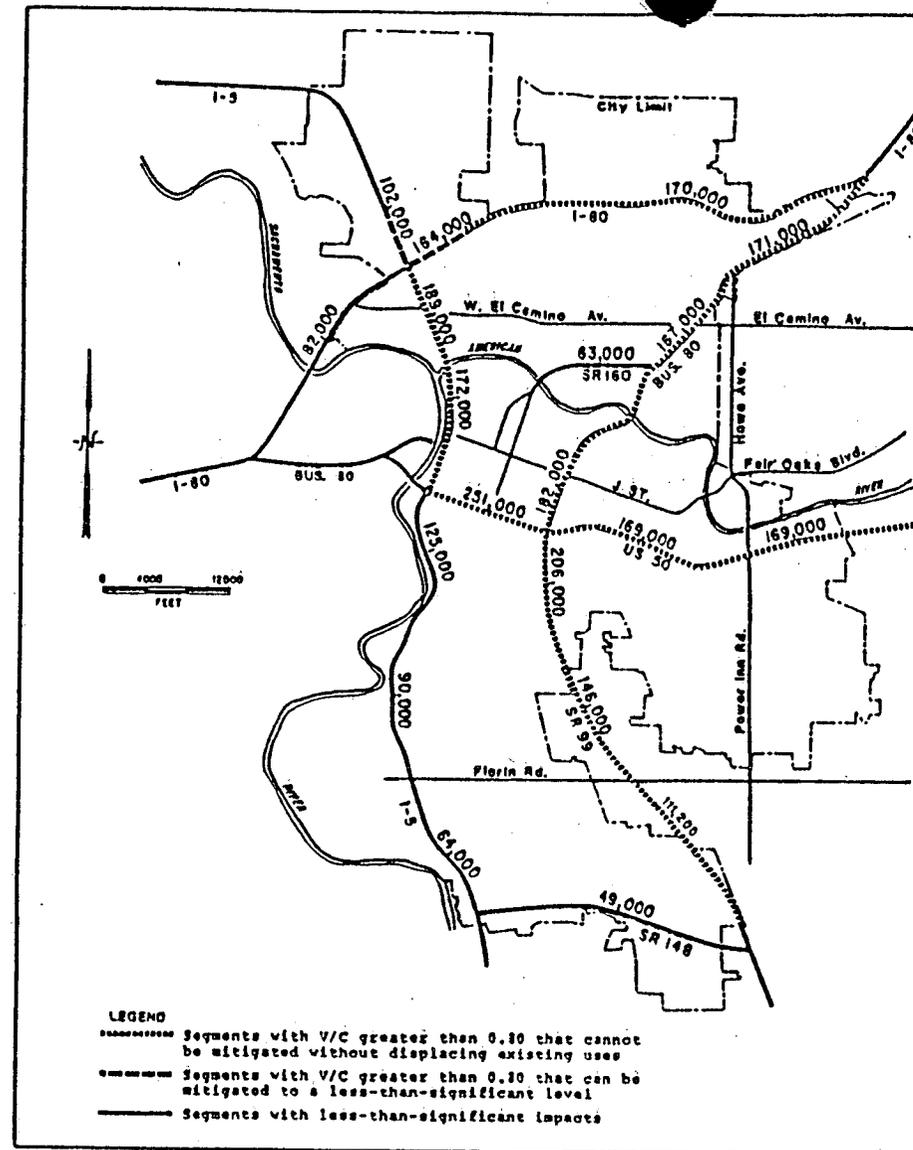
7

STREET SEGMENTS OPERATING AT LOS D OR WORSE

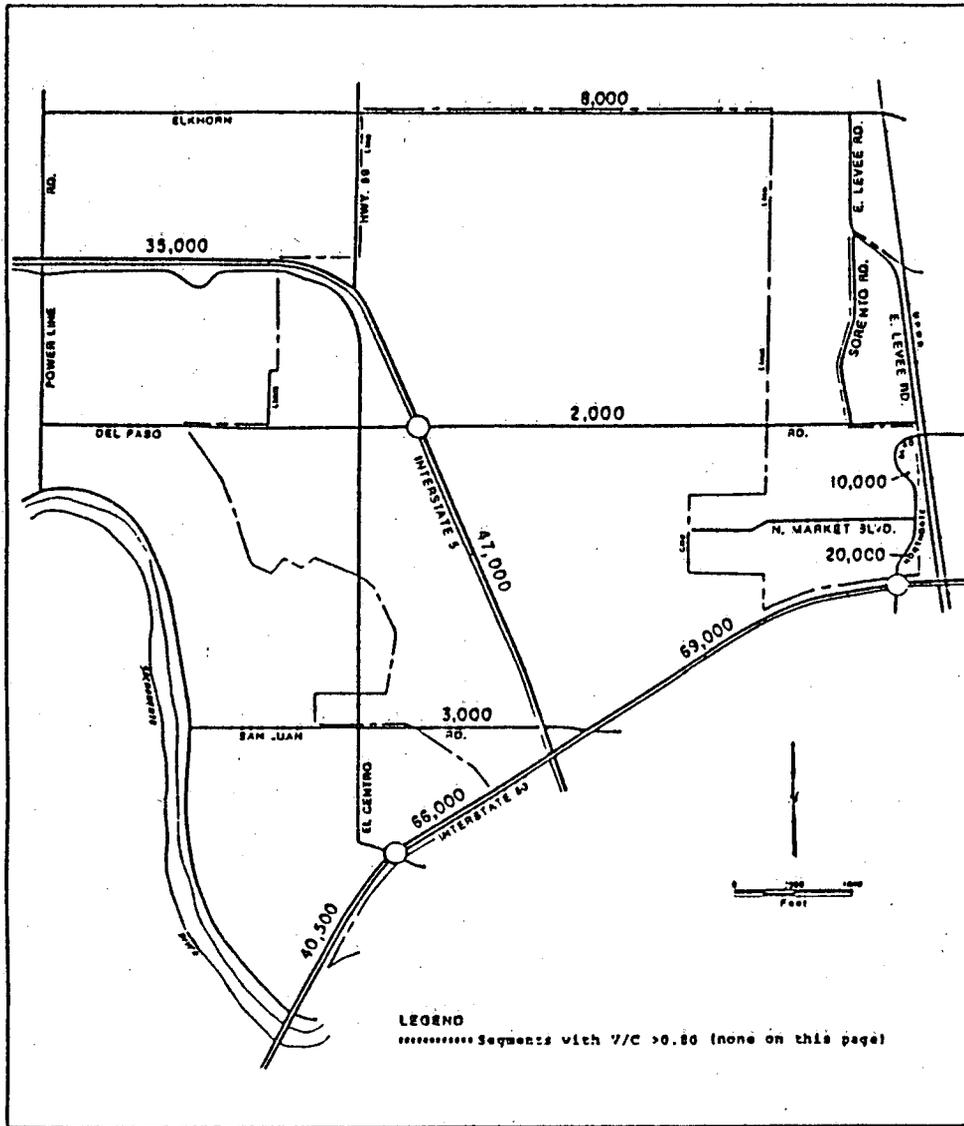




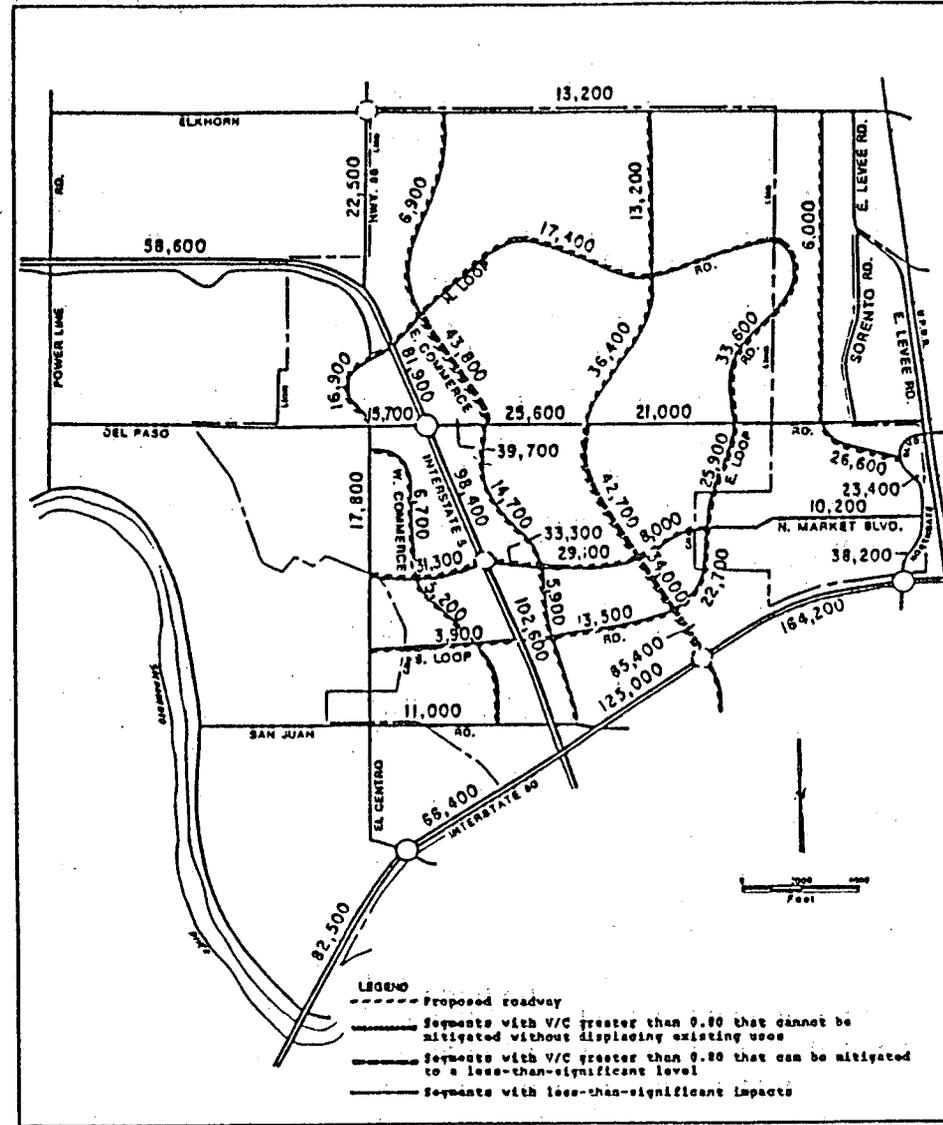
CITY-WIDE FREEWAY ADT - EXISTING CONDITIONS



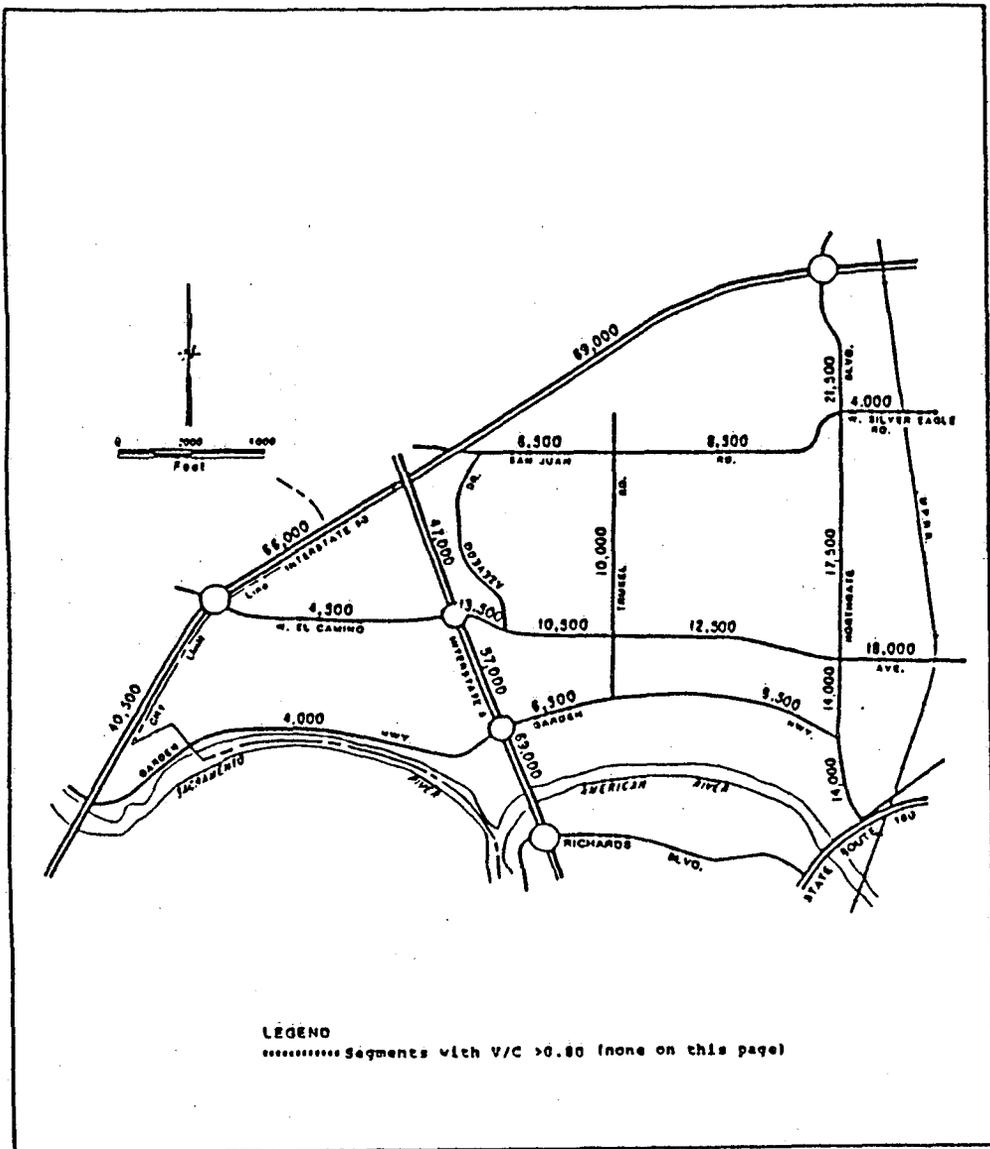
CITY-WIDE FREEWAY ADT - SGPU (2016)



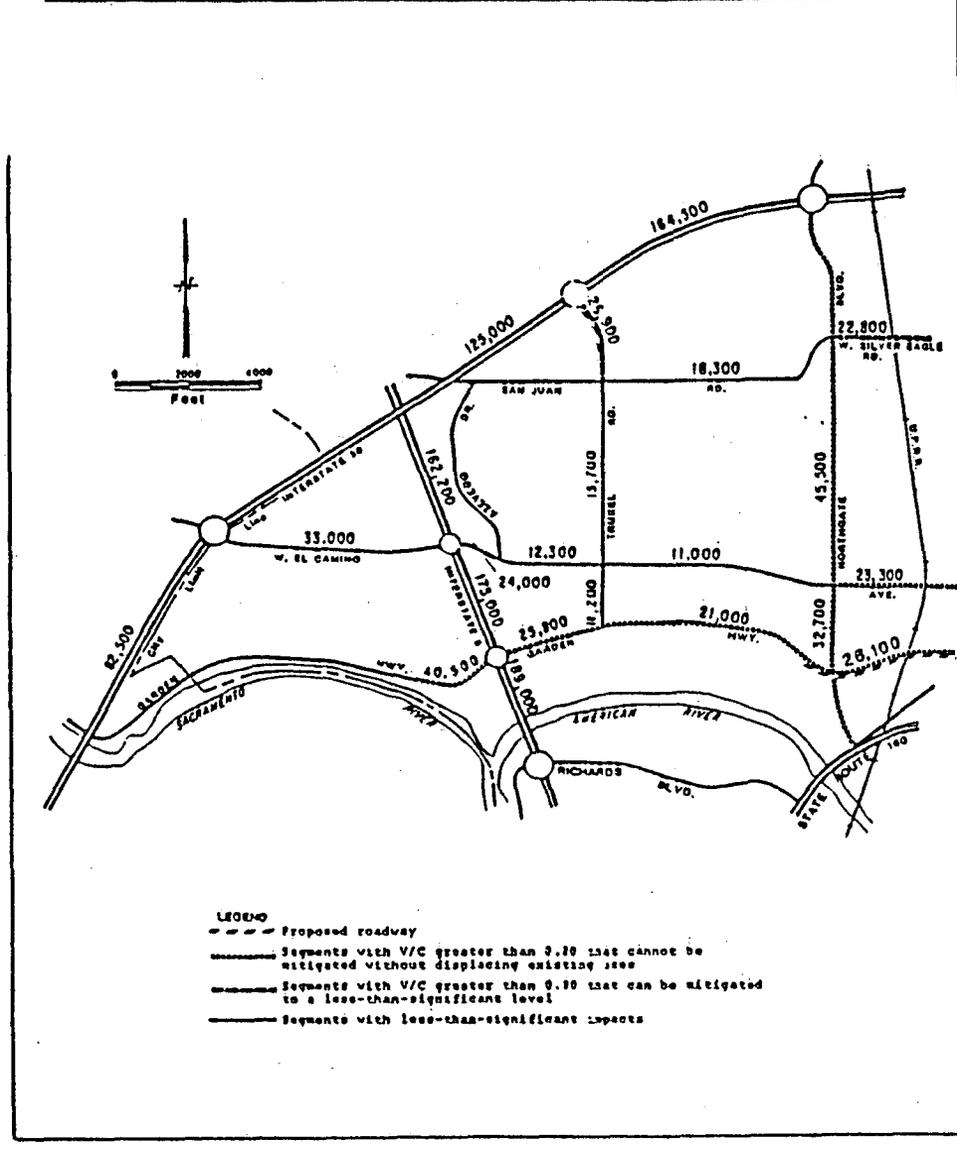
NORTH NATOMAS ADT - EXISTING CONDITIONS



NORTH NATOMAS ADT - SGPU (2016)

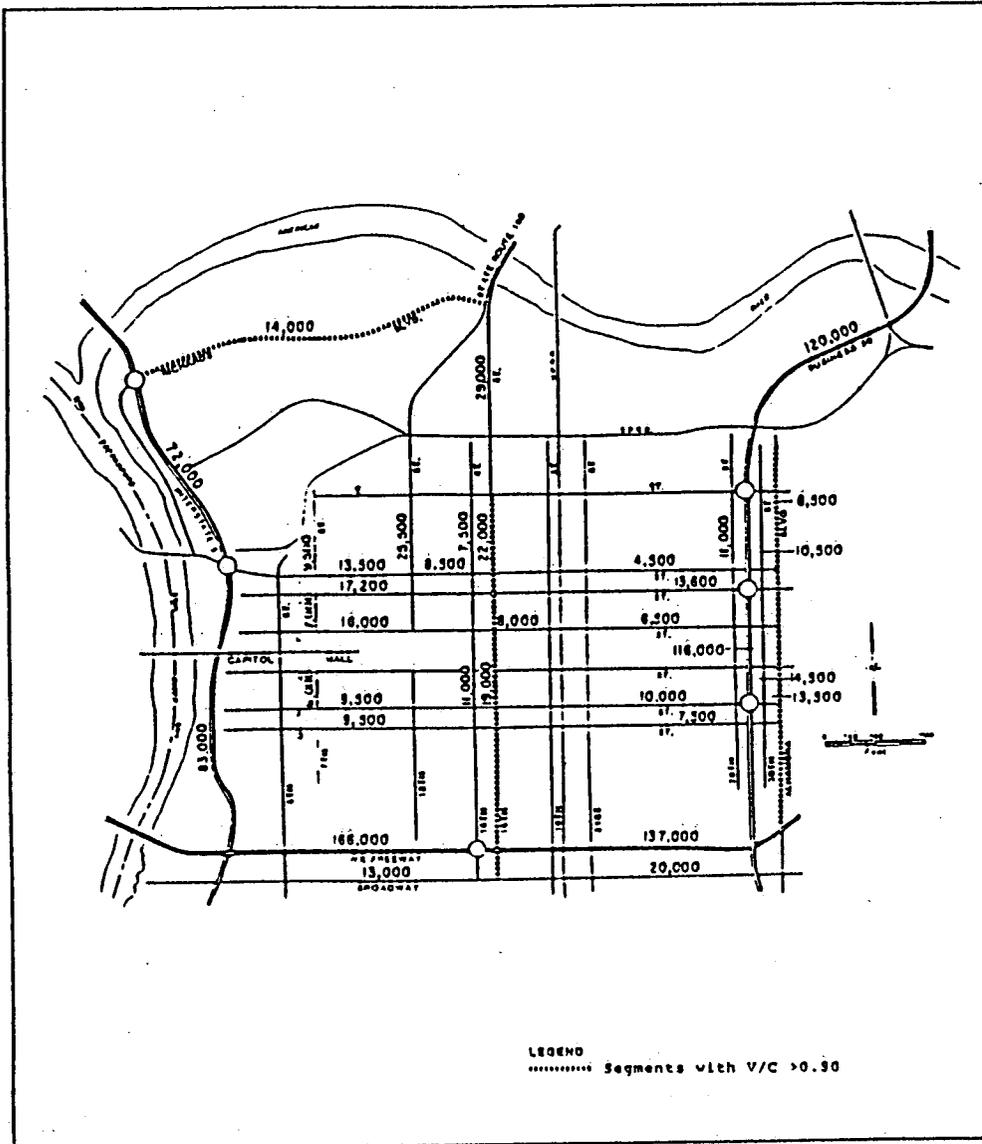


SOUTH NATOMAS ADT - EXISTING CONDITIONS

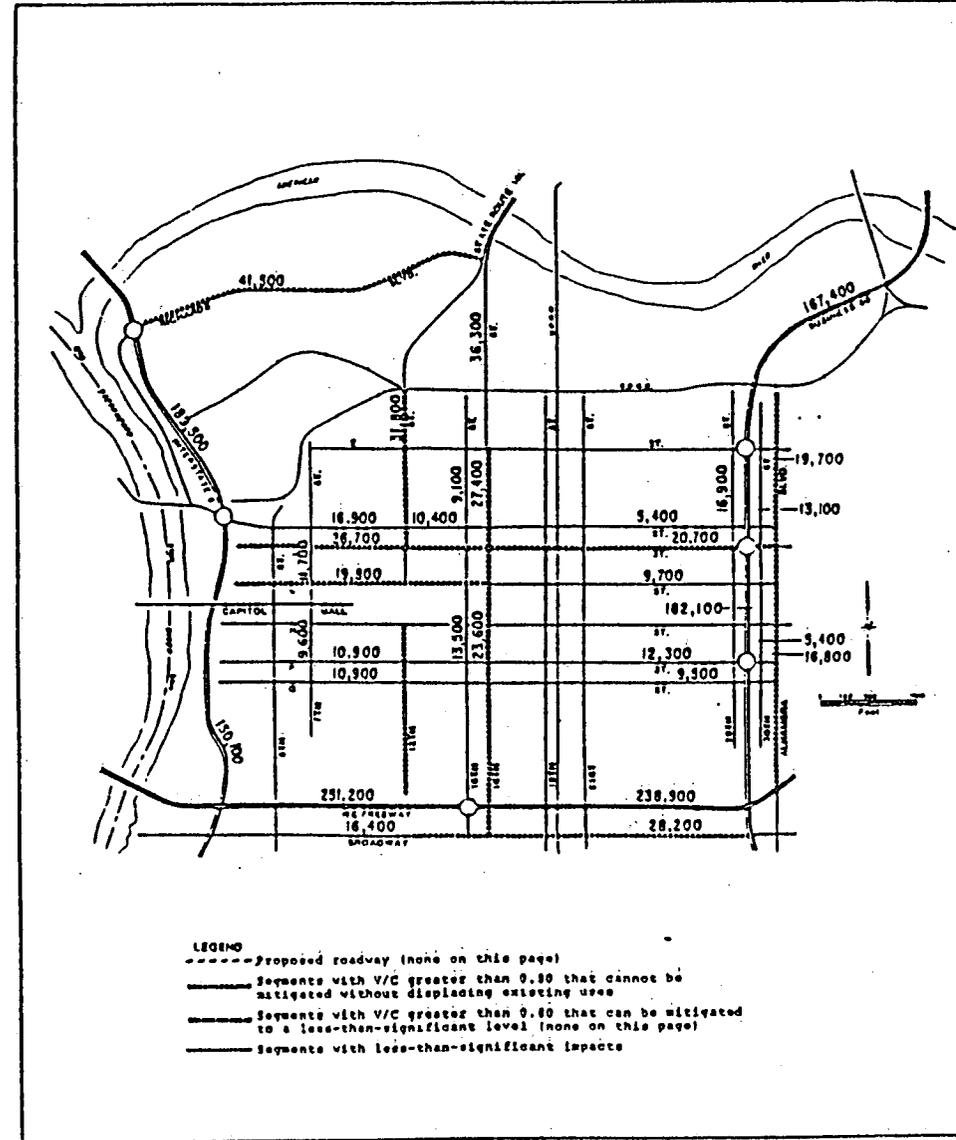


SOUTH NATOMAS ADT - SGPU (2016)

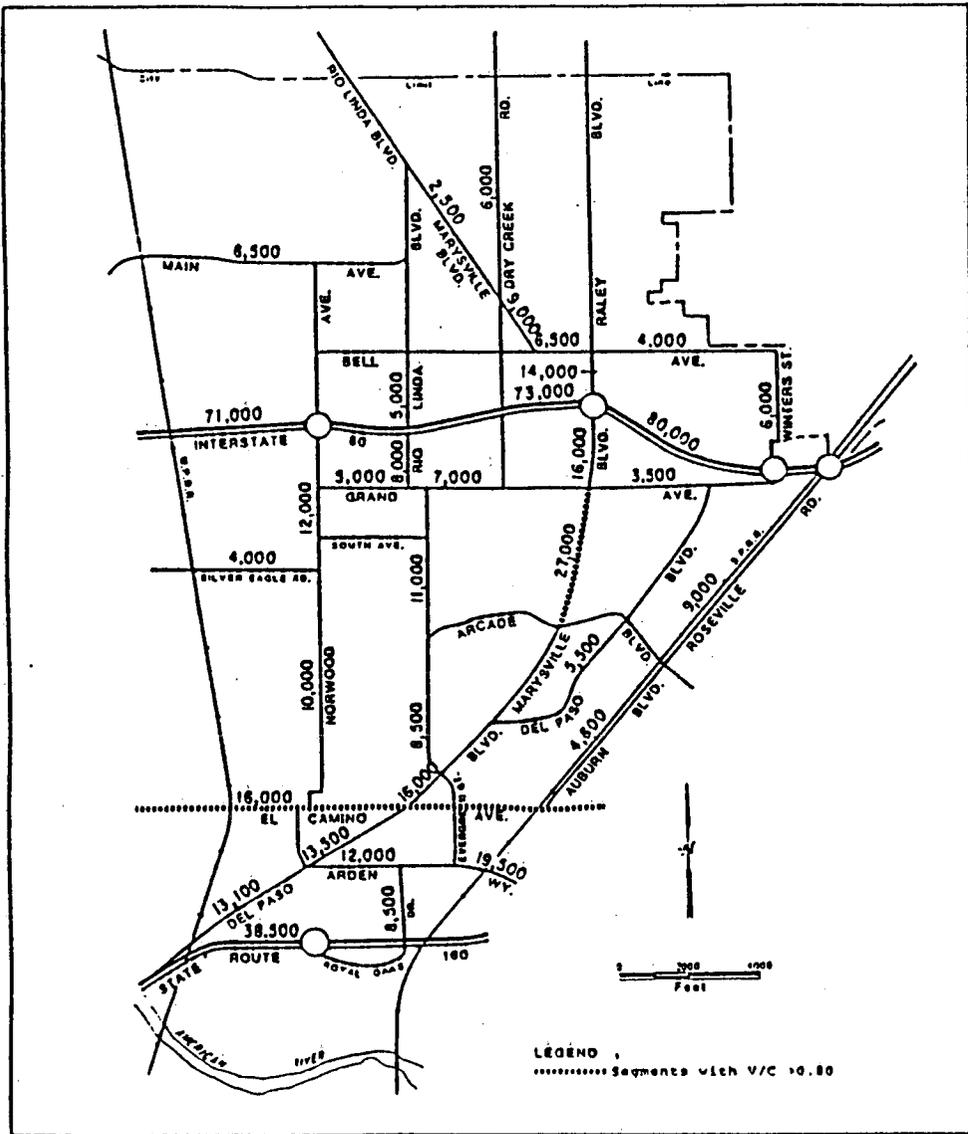
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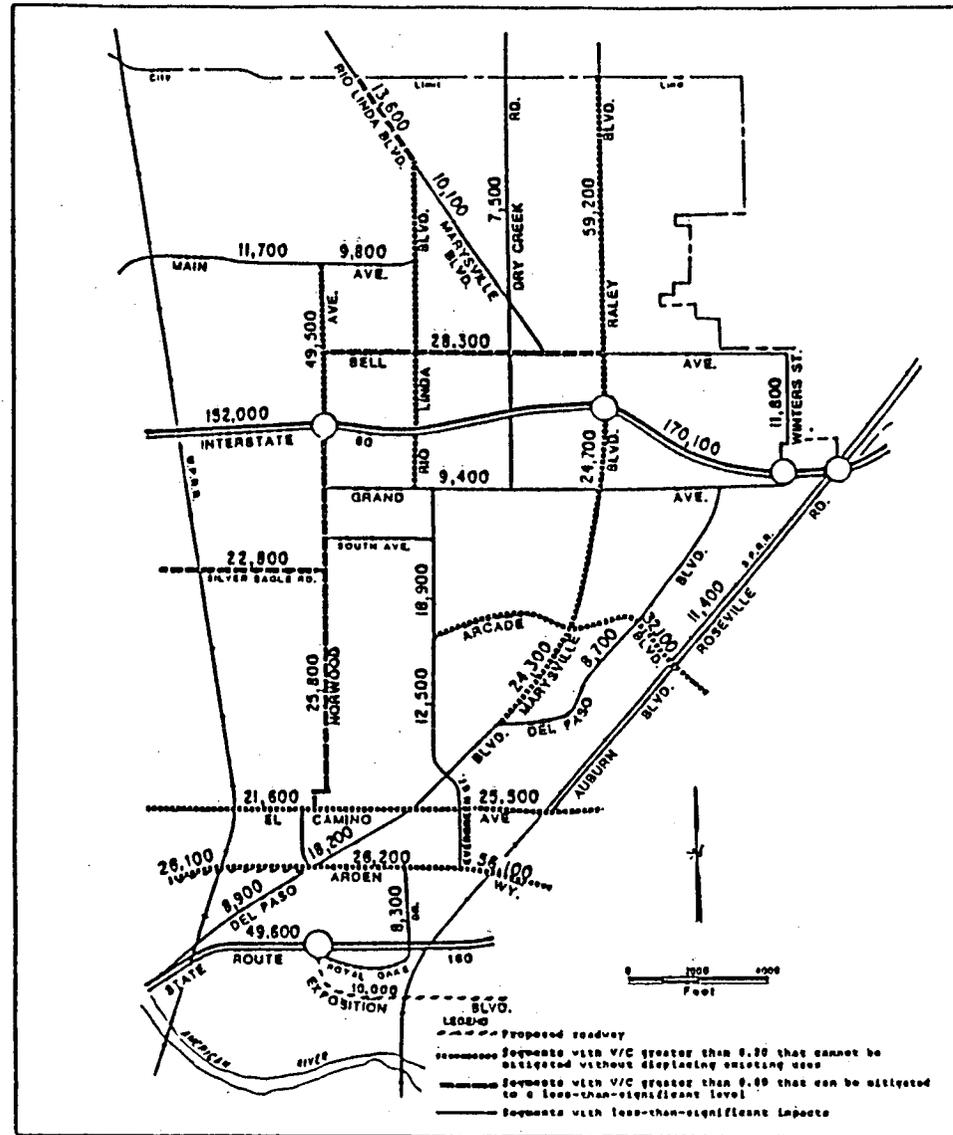
CENTRAL CITY ADT - EXISTING CONDITIONS



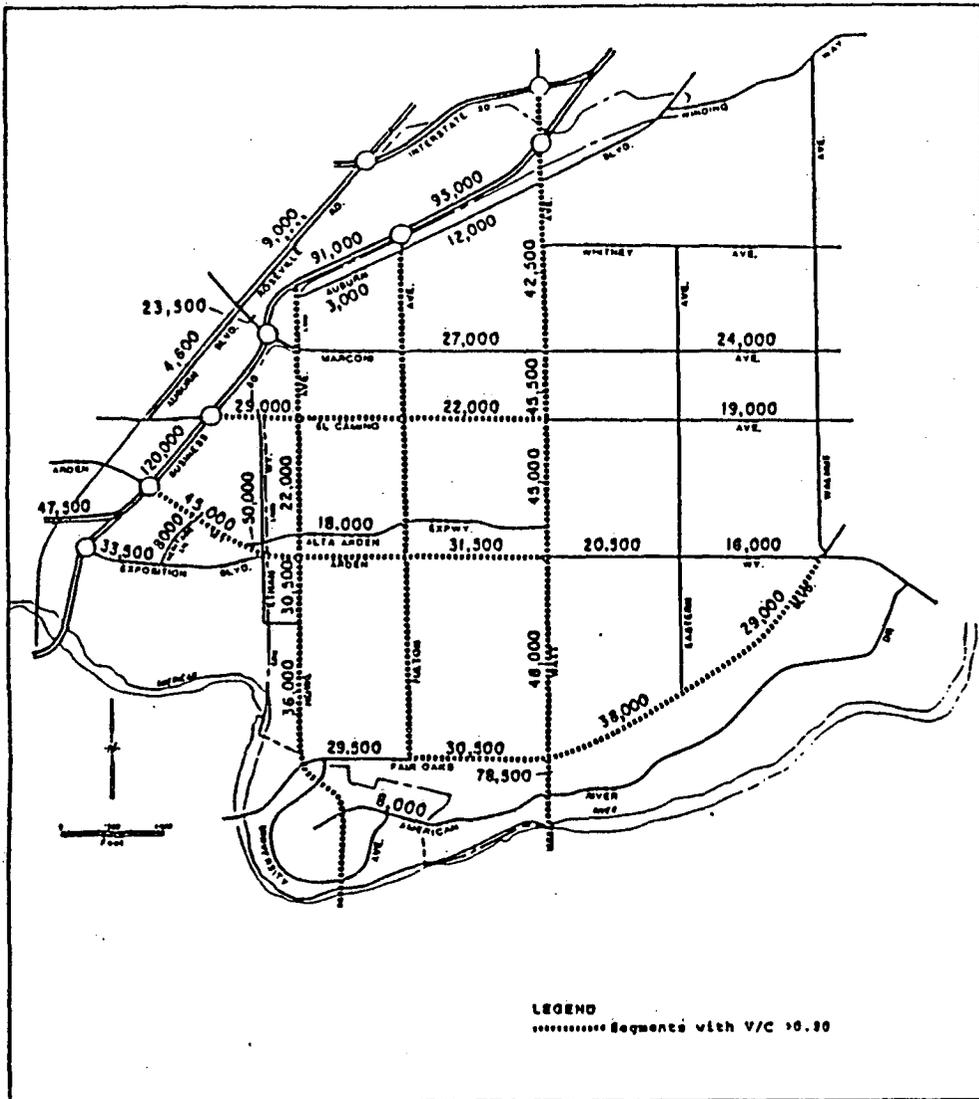
CENTRAL CITY ADT - SGP (2016)



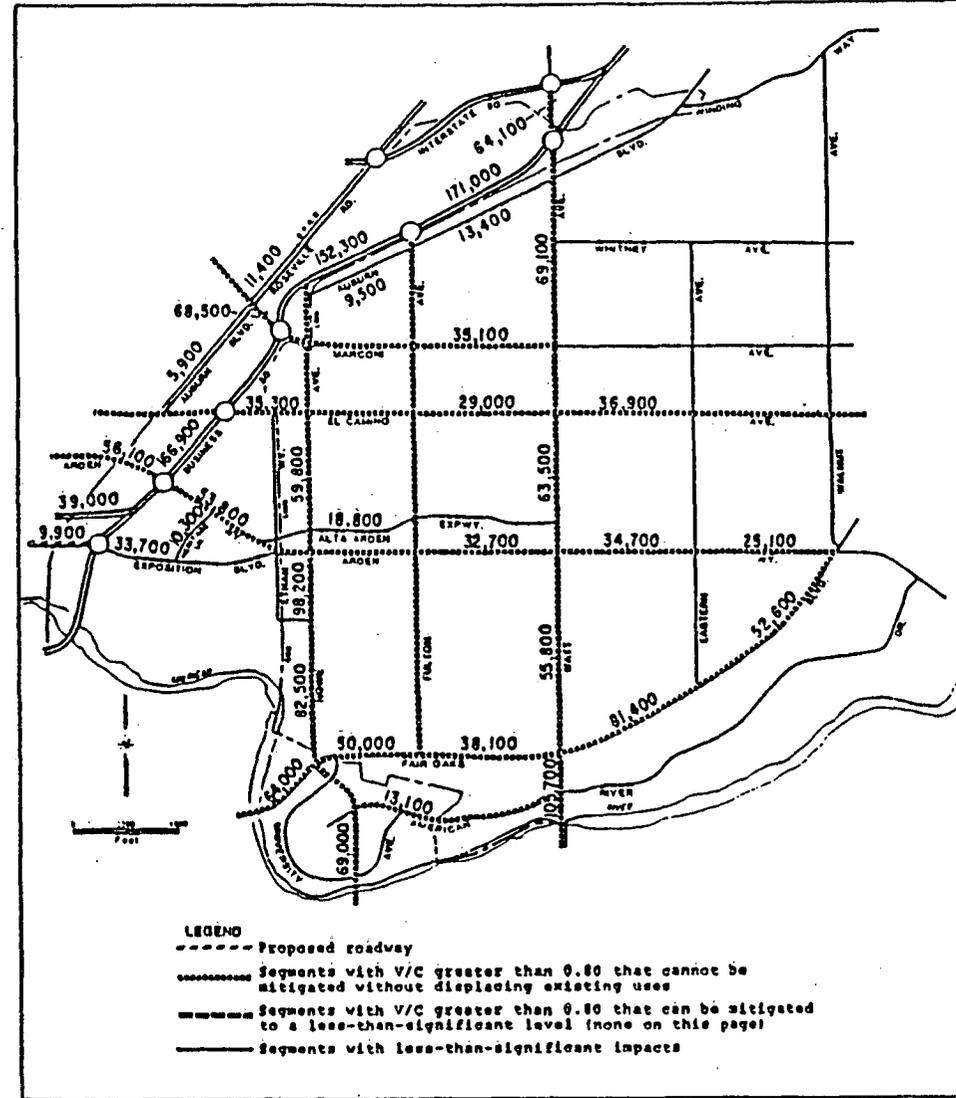
NORTH SACRAMENTO ADT - EXISTING CONDITIONS



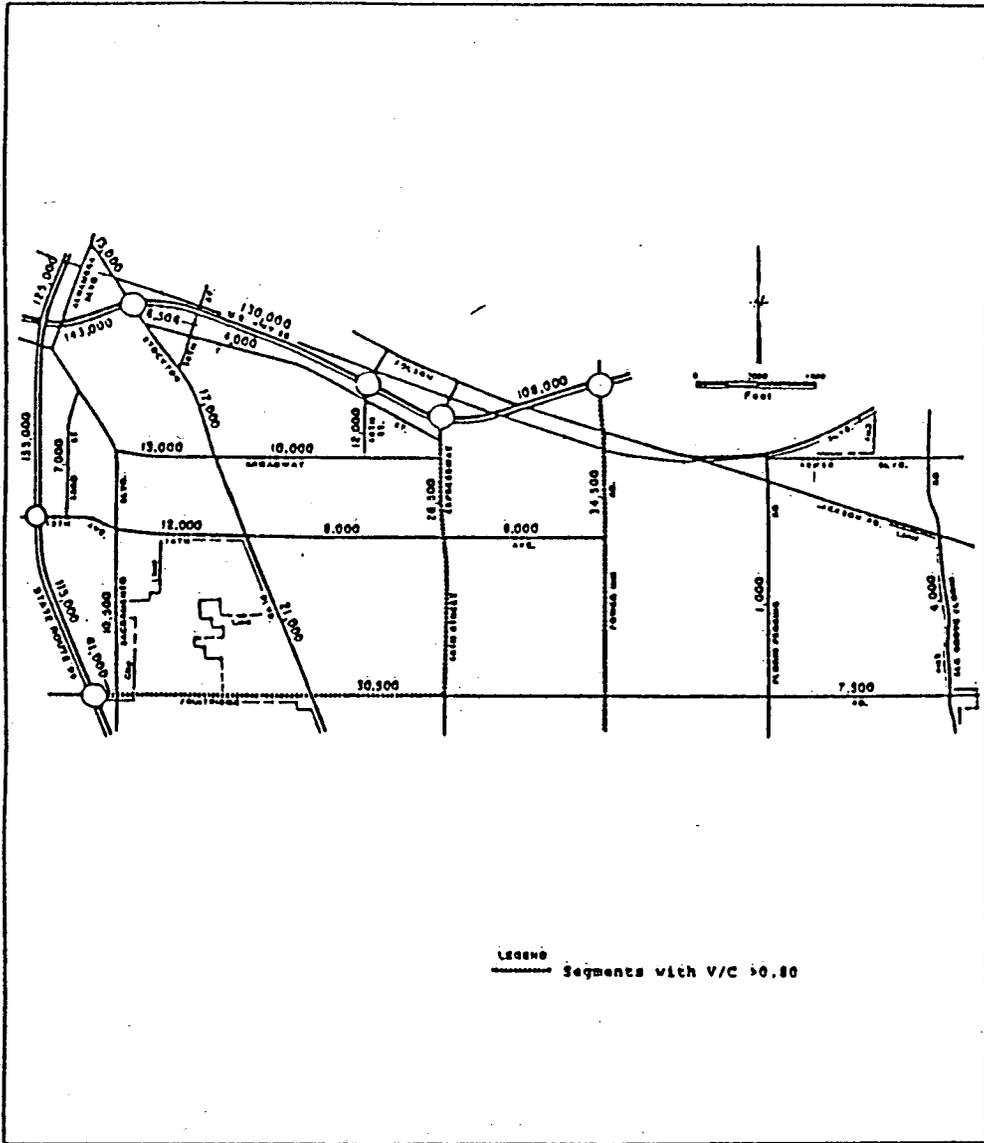
NORTH SACRAMENTO ADT - SGPU (2016)



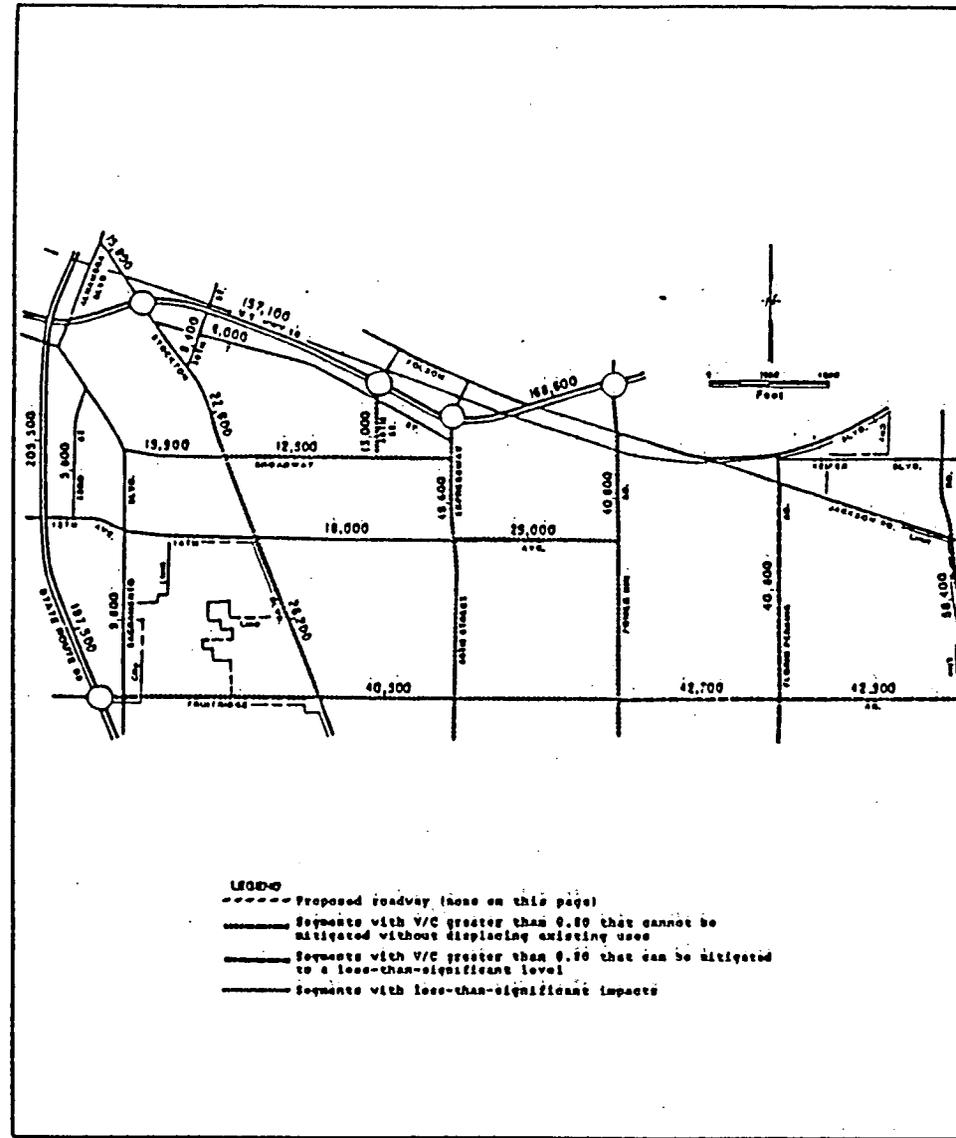
ARDEN-ARCADE ADT - EXISTING CONDITIONS



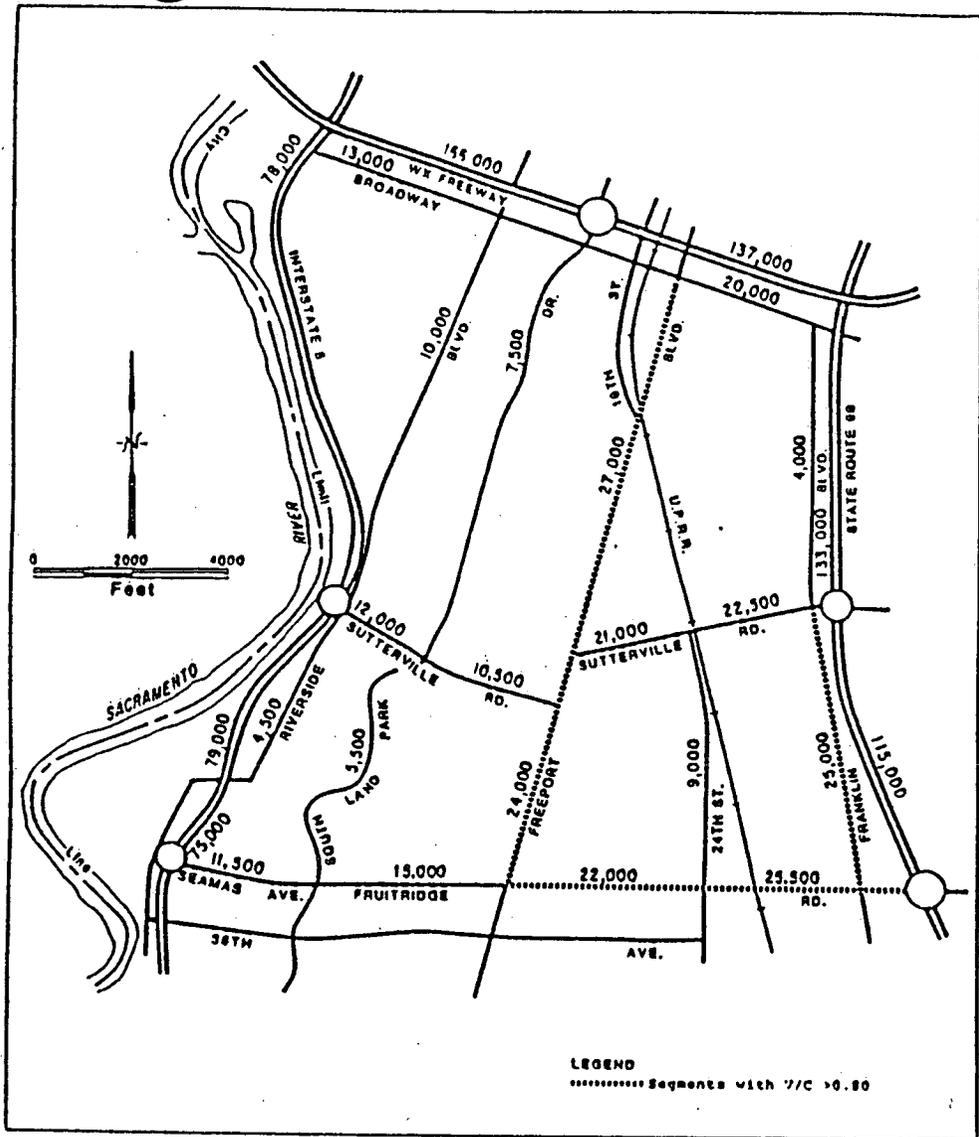
ARDEN-ARCADE ADT - SGPU (2016)



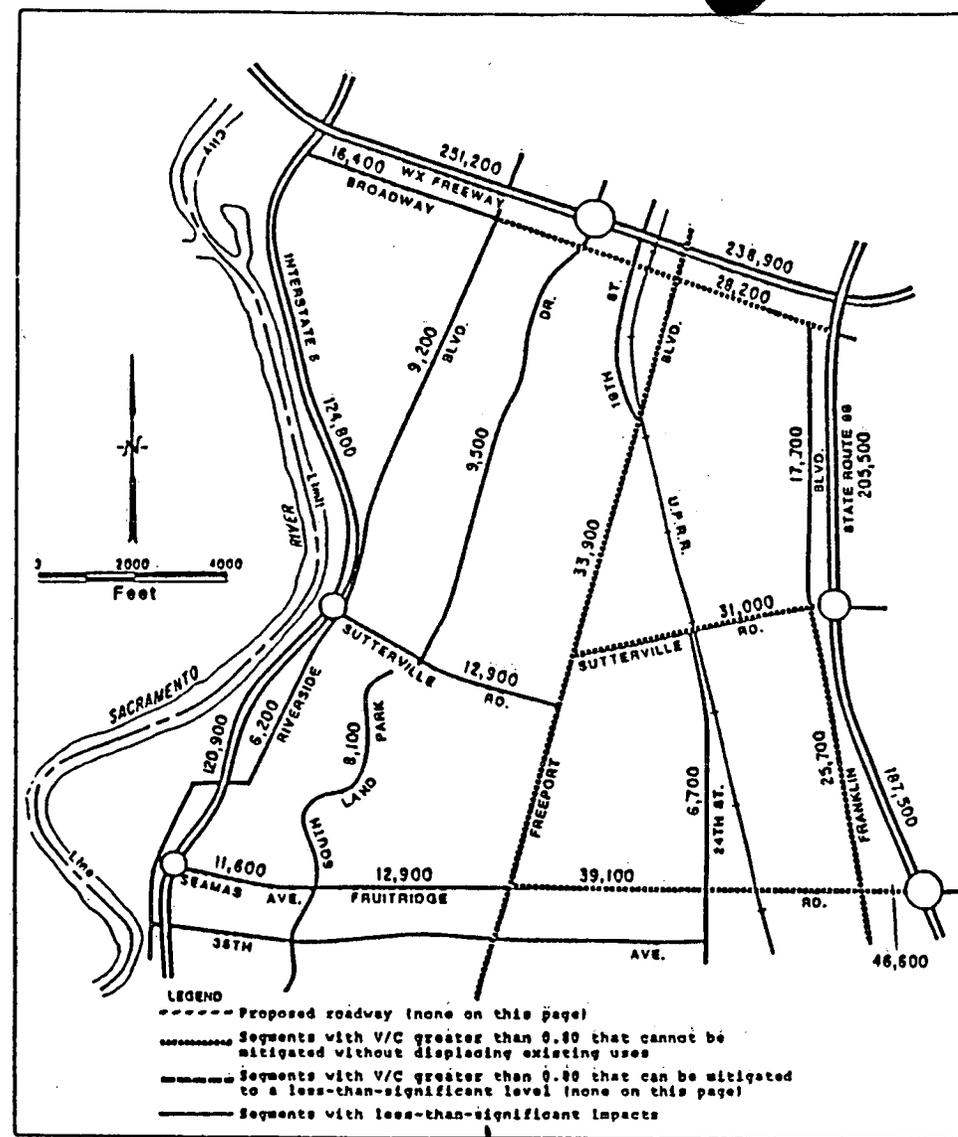
EAST BROADWAY ADT - EXISTING CONDITIONS



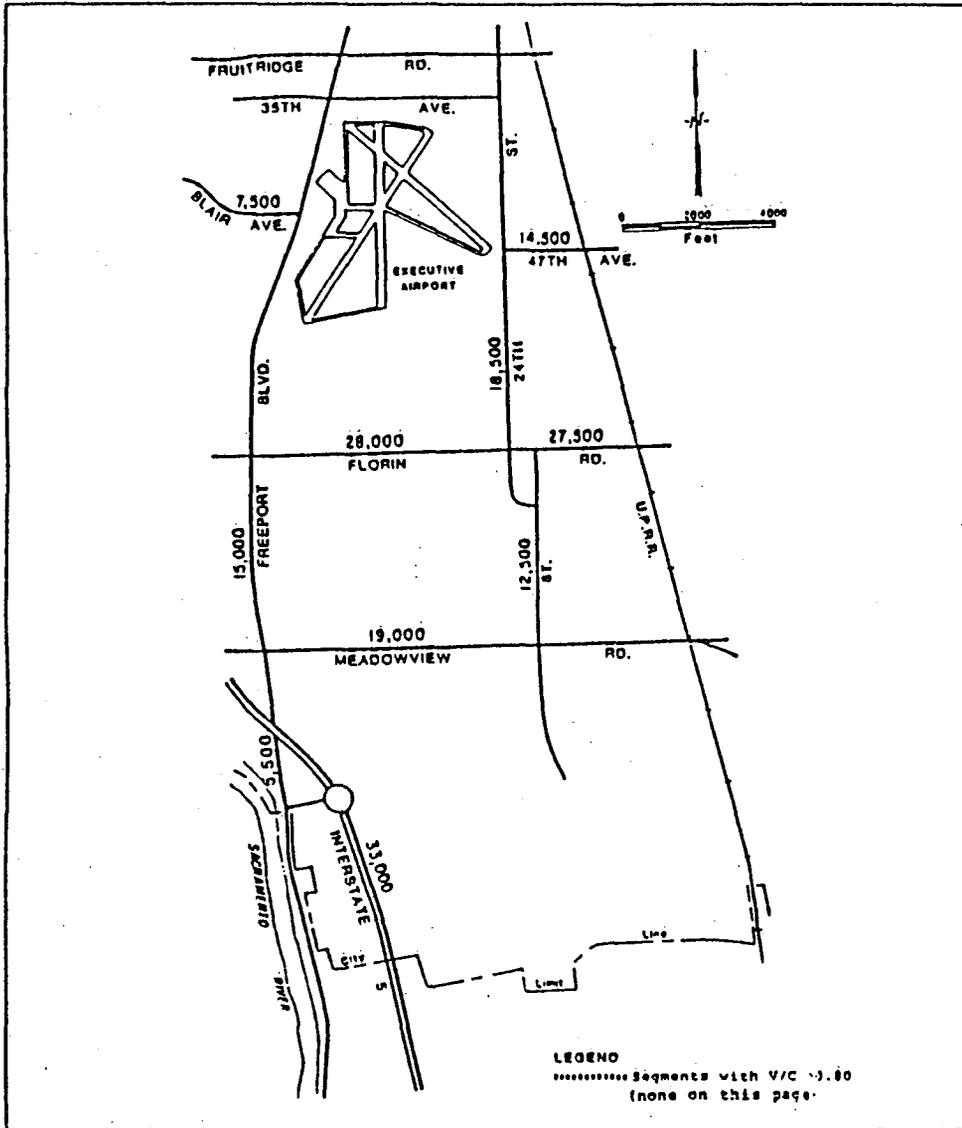
EAST BROADWAY ADT - SGP (2016)



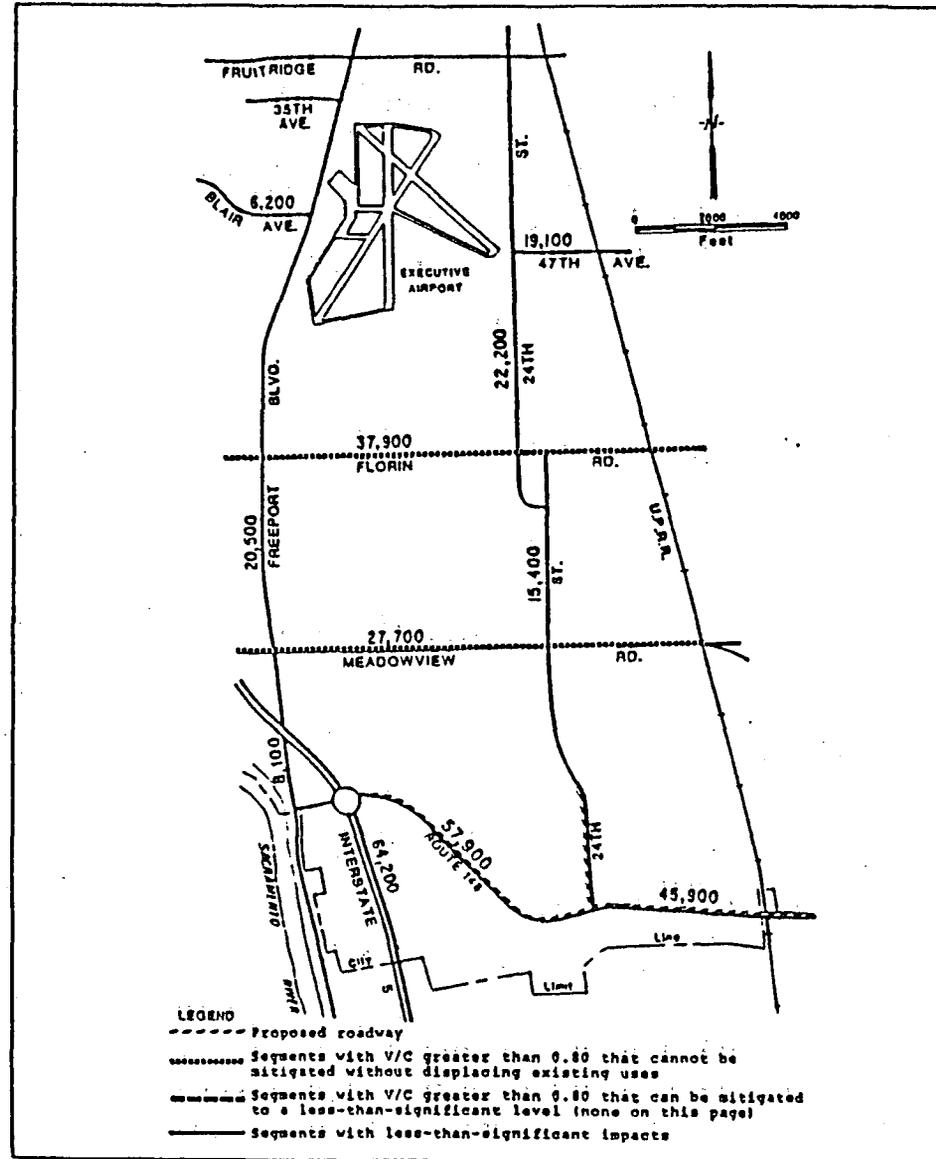
LAND PARK ADT - EXISTING CONDITIONS



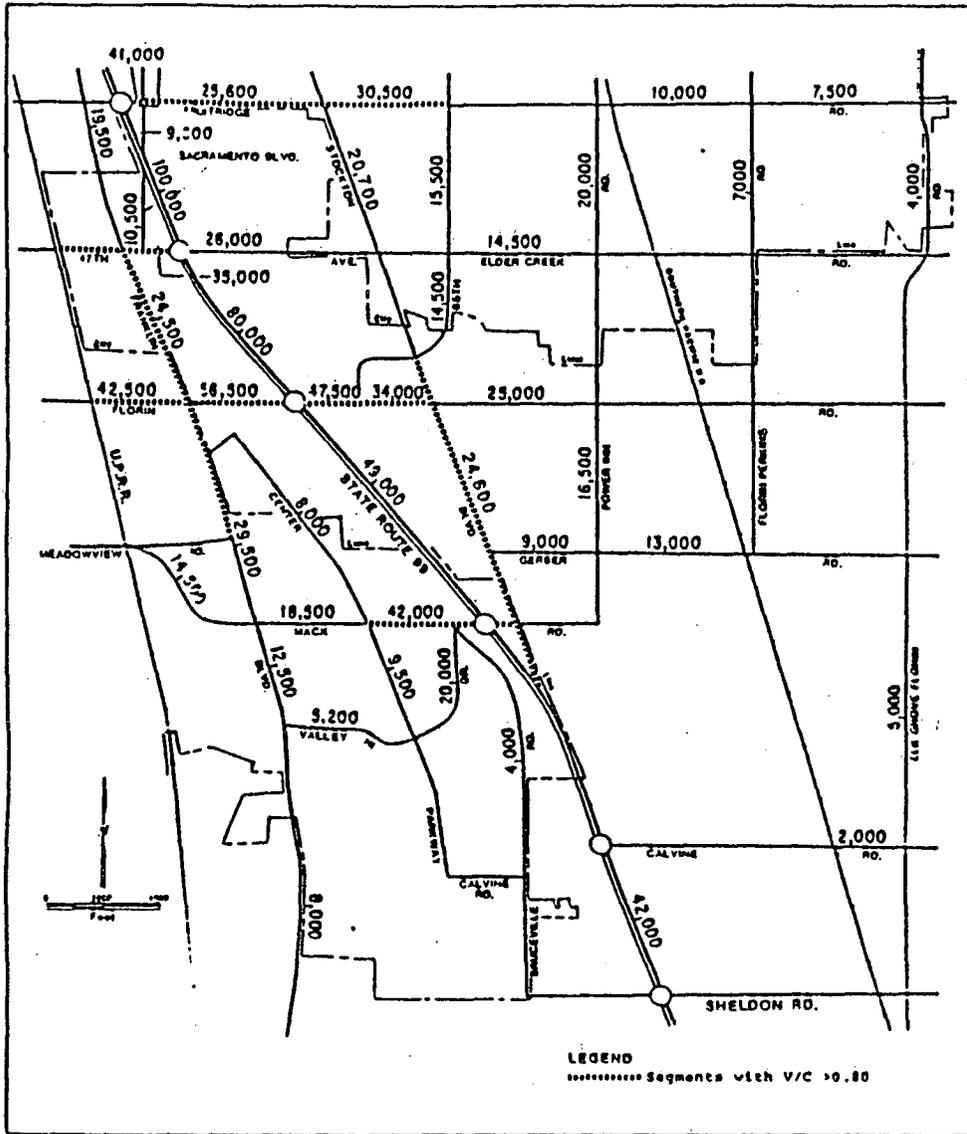
LAND PARK ADT - SGPU (2016)



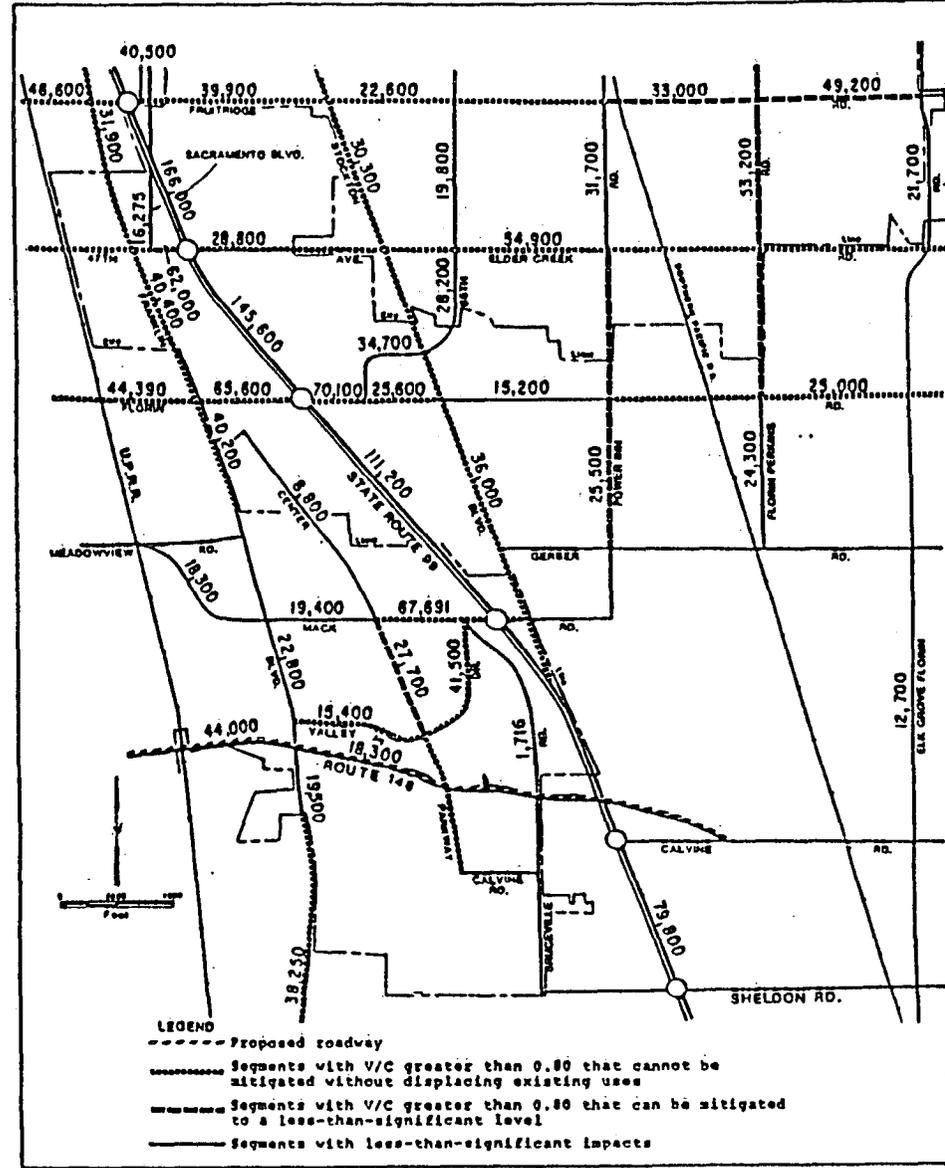
AIRPORT MEADOWVIEW ADT - EXISTING CONDITIONS



AIRPORT MEADOWVIEW ADT - SGPU (2016)



SOUTH SACRAMENTO ADT - EXISTING CONDITIONS



SOUTH SACRAMENTO ADT - SGPU (2016)

APPENDIX A

LEVEL OF SERVICES DEFINITION

LEVEL OF SERVICE

INTERSECTION

FREEWAYS

"A"	Uncongested operations, all queues clear in a single-signal cycle. V/C = 0.00 - 0.60	Free flow vehicles unaffected by other vehicles in the traffic stream. V/C = 0.00 - 0.35
"B"	Uncongested operations, all queues clear in a single cycle. V/C = 0.61 - 0.70	Higher speed range of stable flow. V/C = 0.36 - 0.54
"C"	Light congestion, occasional backups on critical approaches. V/C = 0.71 - 0.80	Stable flow with volumes not exceeding 78 percent capacity. V/C = 0.55 - 0.77
"D"	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. V/C = 0.81 - 0.90	Upper end of stable flow conditions. Volumes do not exceed 95 percent of capacity. V/C = 0.78 - 0.93
"E"	Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). V/C = 0.91 - 1.00	Unstable flow at roadway capacity. Operating speeds 30 to 25 mph or less. V/C = 0.94 - 1.00
"F"	Total breakdown, stop-and-go operation. V/C > 1.00	Stop-and-go traffic with operating speed less than 30 mph. V/C > 1.00

EVALUATION CRITERIA FOR LEVEL OF SERVICE

FACILITY TYPE	LEVEL OF SERVICE "C" ADT TRAFFIC VOLUMES	LEVEL OF SERVICE "D" ADT TRAFFIC VOLUMES	LEVEL OF SERVICE "E/F" ADT TRAFFIC VOLUMES
URBAN STREETS	V/C = 0.71 - 0.80	V/C = 0.81 - 0.90	V/C = 0.91 - 1.00
TWO LANE	10,700-12,000	12,000 - 13,500	13,500 - 15,000
FOUR LANE	21,300-24,000	24,000 - 27,500	27,000 - 30,000
SIX LANE	32,000-36,000	36,000 - 40,500	40,500 - 45,000
EIGHT LANE	42,600 -48,000	48,000 - 54,000	54,000 - 60,000
FREEWAY	V/C = 0.55 - 0.77	V/C = 0.78 - 0.93	V/C = 0.94 - 1.00
FOUR LANE	44,000 - 62,000	62,000 - 74,000	74,000 - 80,000
SIX LANE	66,000 - 94,000	94,000 - 112,000	112,000 - 120,000
EIGHT LANE	88,000 - 125,000	125,000 - 149,000	149,000 - 160,000
TEN LANE	110,000 - 156,000	156,000 - 186,00	186,000 - 200,000
TWELVE LANE	132,000 - 187,000	187,000 - 223,000	223,000 - 240,000

The Average Daily Trip (ADT) LOS method is used to forecast operating conditions of a road during the peak hours of traffic flow based upon uniform assumptions of the relationship between peak hour and ADT traffic (peak hour = 10 percent of ADT). A volume /capacity (V/C) ratio of 1.00 indicates the maximum capacity of a facility is being used by an actual volume of vehicles on that segment of road. Capacities are measured in hourly volumes. When the V/C ratio exceeds 1.00, demand exceeds capacity and the number of vehicles (demand) cannot pass over a given roadway segment in 1 hour. In a theoretical sense, if V/C is equal to 1.5, then the vehicles attempting to traverse a roadway segment in 1 hour will actually take 1.5 hours. Roadway conditions and fluctuation in peak hours and traffic flows within these hours will affect the actual amount of delay.

APPENDIX B

RESOLUTION No. 88-325

Adopted by The Sacramento City Council on date of

RESOLUTION REPEALING THROUGH STREET
RESOLUTION 86-406 AND APPROVING AN
UPDATED THROUGH STREET RESOLUTION

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1.

Pursuant to Section 25.40 of the Sacramento City Code, the following streets are hereby designated as through streets:

- | | |
|----------------------|---|
| Albatross Way | Marconi to Glenrose Avenue |
| Alhambra Boulevard | C Street to 2nd Avenue |
| Altos Avenue | El Camino to Eleanor Avenue |
| American Avenue | Bowman Avenue to Columbus Avenue |
| American River Drive | Howe Avenue to City Limits |
| Amherst Street | Florin Road to Meadowview Road |
| Arcade Boulevard | Rio Linda Boulevard to Del Paso Boulevard |
| Arden Way | Del Paso Boulevard to Ethan Way |
| Ascot Avenue | Dry Creek Road to 20th Street |
| Astoria Street | Grand Avenue to Del Paso Boulevard |
| Auburn Boulevard | Harvard Street to Connie Drive |
| Azevedo Drive | West El Camino Avenue to San Juan Road |
| Bannon Street | Bercut Drive to North B Street |
| Beiden Street | Arcade Boulevard to Las Palmas Avenue |
| Beii Avenue | Bollenbacher Avenue to Winters Street |
| Belvedere Avenue | Power Inn Road to Florin Perkins Road |
| Bercut Drive | Bannon Street to Richards Boulevard |
| Blair Avenue | 43rd Avenue to Freeport Boulevard |
| Blumenfeld Drive | Arden Way to Fee Drive |
| Branch Street | Acacia Avenue to Eleanor Avenue |
| Brookfield Drive | Meadowview Road to Tangerine Avenue |

NOTE: Changes to previous Resolution are shown underlined

Evergreen Street
 Exposition Boulevard
 F Street
 Fair Oaks Boulevard
 Fee Drive
 Florin Road
 Florin Perkins Road
 Folsom Boulevard
 Franklin Boulevard
 Front Street
 Freeport Boulevard
 Fruitridge Road
 G Street
 G Parkway
 Garden Highway
Gateway Oaks Drive
 Glenrose Avenue
 Glenrose Avenue
 Gloria Drive

 Grand Avenue
 Greenhaven Drive
 Grove Avenue
 H Street
 Harvard Street
 Havenside Drive

 Helena Avenue
 Heritage Lane
 Hornet Drive
 Howe Avenue
 Howe Avenue
 I Street
 Irvin Way
 J Street
 Jackson Road
 Jansen Drive

Del Paso Boulevard to Arden Way
 Tribute Road to Arden Way
 7th Street to Alhambra Boulevard
 H Street to East City Limits
 Tribute Road to Blumenfeld Drive
 Riverside Boulevard to East City Limits
 Kiefer Boulevard to South City Limits
 Alhambra Boulevard to East City Limits
 Broadway to South City Limits
 Broadway to Capitol Mall
 Broadway to South City Limits
 Seamas Avenue to East City Limits
 7th Street to Alhambra Boulevard
 Franklin Boulevard to Crownwest Way
 City Limits on west to Northgate Boulevard
West El Camino Avenue to Garden Highway
 Auburn Boulevard to Albatross Way
 Del Paso Boulevard to Lexington Street
 Havenside Drive/Drainage Canal to
 35th Avenue

 Norwood Avenue to Talent Street
 Riverside Boulevard to Pocket Road
 Lindley Drive to Del Paso Boulevard
 6th Street to Fair Oaks Boulevard
 Arden Way to Auburn Boulevard
 Riverside Boulevard to Gloria Drive/
 Drainage Canal

 Del Paso Boulevard to Clay Street
 Arden Way to Exposition Boulevard
 Folsom Boulevard to College Town Drive
 Auburn Boulevard to Marconi Avenue
 Cadillac Drive to Folsom Boulevard
 Front Street to 29th Street
 24th Street to Freeport Boulevard
 3rd Street to Alhambra Boulevard
 Folsom Boulevard to East City Limits
 65th Street Expwy. to Stockton Boulevard

Norwood Avenue
 Norwood Bypass
 Notre Dame Drive
 Occidental Drive
 P Street
 Park Riviera Drive
 Pebblewood Drive
 Pinell Street
 Pocket Road
 Pocket Road
 Power Inn Road
 Q Street
 Raley Boulevard
 Response Road
 Richards Boulevard
 Rio Linda Boulevard
 Riverside Boulevard
 Roseville Road
 Royal Oaks Drive
Rush River Drive
 S Street
 S Street
 Sacramento Boulevard
 Sandburg Drive
 San Juan Road
 Seamas Avenue
 Silver Eagle Road
 Sonoma Avenue
 Sorento Road
 South Avenue
South Land Park Drive
 Stockton Boulevard
 Sutterville Road
 T Street
 Taylor Street
 Traction Avenue

Norwood Bypass to Main Avenue
 Norwood Avenue to Grove Avenue
 Folsom Boulevard to Lake Forest Drive
 la Riviera Drive to Julliard Drive
 2nd Street to Alhambra Boulevard
 Riverside Boulevard to Pocket Road
 Azevedo Drive to Truxel Road
 Bell Avenue to South Avenue
 Park Riviera Way to Riverside Boulevard
 Riverside Boulevard to Interstate 5
 Folsom Boulevard to South City Limits
 2nd Street to Alhambra Boulevard
 City Limits on North to Marysville Blvd.
 Exposition Boulevard to Challenge Way
 Jibboom Street to North 12th Street
 City Limits on North to Del Paso Blvd.
 W Street to Pocket Road
 Marconi Circle to East City Limits
 Arden Way to Highway 160
Gloria Drive to Greenhaven Drive
 3rd Street to 34th Street
 59th Street to 65th Street
 Broadway to South City Limits
 Carlson Drive to Carlson Drive
 West City Limits to Silver Eagle Road
 Riverside Blvd. to South Land Park Drive
 San Juan Road to Norwood Avenue
 Belden Street to Del Paso Boulevard
 East Levee Road to Del Paso Road
 Rio Linda Boulevard to Astoria Street
Sutterville Road to Windbridge
 Alhambra Boulevard to South City Limits
 Riverside Boulevard to Franklin Boulevard
 3rd Street to Kroy Way
 Harris Avenue to Ford Road
 El Camino Avenue to Eleanor Avenue

24th Street
 26th Avenue
 28th Street
 29th Street
 29th Street
 30th Street
 33rd Street
 34th Street
 35th Avenue
 36th Street
 37th Street
 39th Street
 43rd Avenue
 47th Avenue
 49th Street
 51st Street
 56th Street
 59th Street
 62nd Street
 65th Street
 65th Street Expressway
 71st Street
 Unnamed Street through
 McKinley Park

T Street to Laramore Way
 24th Street to Franklin Boulevard
 A Street to V Street
 C Street to U Street
 Florin Road to Meadowview Road
 C Street to U Street
 5th Avenue to 12th Avenue
 Folsom Boulevard to 5th Avenue
 Riverside Boulevard to Freeport Boulevard
 16th Avenue to 26th Avenue
 Y Street to Broadway
 McKinley Boulevard to Stockton Boulevard
 Riverside Boulevard to Blair Avenue
 24th Street to Stockton Boulevard
 V Street to Broadway
 C Street to D Street
 Elvas Avenue to Folsom Boulevard
 Folsom Boulevard to Broadway
 Broadway to 14th Avenue
 Elvas Avenue to 14th Avenue
 14th Avenue to City Limits
 14th Avenue to 21st Avenue
 Between Alhambra Boulevard at G Street
 and H Street

SECTION 2.

Resolution No. 86-406 is hereby repealed.

DAVID M. SHORE
 VICE MAYOR

ATTEST:

LORRAINE MAGANA

CITY CLERK

CERTIFIED AS TRUE COPY
 of Resolution No. 86-406

JUN 20 1988

DATE CERTIFIED
Lorraine Magana
 CITY CLERK, CITY OF STOCKTON

RESOLUTION No. 88-326

Adopted by The Sacramento City Council on date of
APR 19 1988

RESOLUTION REPEALING RESOLUTION 86-410 AND DECLARING
PRIMA-FACIE SPEED LIMITS AND MAXIMUM SPEED
LIMITS ON CERTAIN STREETS

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1:

Pursuant to California Vehicle Code Sections 32, 22357, and 22358 the following prima-facie speed limits (and maximum speed limits) are established on the hereinafter mentioned streets:

Alhambra Boulevard	C Street to Broadway	30
Alta Valley Way	Mack Road to Bruceville Road	35
Altos Avenue	El Camino Avenue to Eleanor Avenue	35
American River Drive	Howe Avenue to City Limits	35
Amherst Street	Florin Road to Meadowview Road	30
Arcade Boulevard	Rio Linda to Marysville Boulevard	30
Arcade Boulevard	Marysville Boulevard to Del Paso Boulevard	35
Arden Way	Colfax to Del Paso Boulevard	35
Arden Way	Del Paso Boulevard to East of I-80	40
Arden Way	East of I-80 to Ethan Way	45
Ascot Avenue	Dry Creek Road to 29th Street	40
Astoria Street	Del Paso Boulevard to Grand Avenue	35
Auburn Boulevard	Marconi Avenue to Bell Avenue	35
Auburn Boulevard	Harvard Street to Van Ness Street	30
Auburn Boulevard	Connie Drive to Marconi Circle	25
Auburn Boulevard	Van Ness Street to Marconi Circle	40
Azevedo Drive	San Juan Road to West El Camino Avenue	35
Bannon Street	Bercut Drive to North B Street	35
Bell Avenue	Norwood Avenue to Raley Boulevard	40
Bell Avenue	Raley Boulevard to Winters Street	45
Belvedere Avenue	Power Inn Road to Florin Perkins Road	30

Note: Underlined streets/speed limits denote new changes

East Levee Road	West El Camino Avenue to Northgate Boulevard	35
El Camino Avenue	East Levee Road to Del Paso Boulevard	30
El Camino Avenue	Del Paso Boulevard to Ethan Way	35
El Monte Avenue	Acma Street to Grove Avenue	30
<u>El Paraiso</u>	<u>Stockton Boulevard to City Limits</u>	<u>35</u>
Elder Creek Road	Stockton Boulevard to Power Inn Road	45
Eleanor Avenue	Grove Avenue to Del Paso Boulevard	30
Elvas Avenue	C Street to 36th Way	35
Elvas Avenue	36th Way to F Street	40
Elvas Avenue	F Street to 56th Street	35
Elvas Avenue	J Street to 62nd Street	45
Elvas Avenue	62nd Street to 65th Street	40
Ethan Way	El Camino Avenue to Arden Way	35
Ethan Way	Arden Way to Hurley Way	45
Exposition Boulevard	Tribute Road to Ethan Way	45
Evergreen Street	Rio Linda Boulevard to Arden Way	30
F Street	7th Street to Alhambra Boulevard	30
Fair Oaks Boulevard	H Street to City Limits	45
Florin Road	Riverside Boulevard to Gloria Drive	40
Florin Road	Gloria Drive to I-5 Overpass	45
Florin Road	I-5 Overpass to Franklin Boulevard	40
Florin-Perkins Road	Keifer Boulevard to City Limits	45
Folsom Boulevard	Alhambra Boulevard to Elvas Avenue	35
Folsom Boulevard	Elvas Avenue to Watt Avenue	45
Franklin Boulevard	Broadway to Sutterville Road	30
Franklin Boulevard	Sutterville to Fruitridge Road	35
Franklin Boulevard	Fruitridge Road to City Limits	40
Franklin Boulevard	City Limits to Brookfield Drive	40
Franklin Boulevard	Brookfield Drive to Union House Creek	45
Franklin Boulevard	Union House Creek to South City Limits	50
Freeport Boulevard	Broadway to 21st Street	30
Freeport Boulevard	21st Street to Fruitridge Road	35
Freeport Boulevard	Fruitridge Road to Blair Avenue	40
Freeport Boulevard	Blair Avenue to Belleau Wood Way	45
Front Street	Capitol Mall to Broadway	35

J Street	57th Street to H Street	40
Jackson Road	Folsom Boulevard to City Limits	50
Jansen Drive	65th Expressway to Stockton Boulevard	30
Jibboom Street	Richards Boulevard to I Street Bridge	40
Karbet Way	25th Avenue to Seamas Avenue	30
Kiefer Boulevard	Folsom Boulevard to East City Limits	45
L Street	3rd Street to 12th Street	25
L Street	12th Street to Alhambra Boulevard	30
Lake Forest Drive	Notre Dame Drive to Wissemann Drive	30
Land Park Drive	Broadway to 14th Avenue	35
Land Park Drive	14th Avenue to Sutterville Road	30
La Mancha Way	Tangerine Avenue to Mack Road	40
La Riviera Drive	College Town Drive to Watt Avenue	35
Lawrence Drive	Fruitridge Road to Stockton Boulevard	30
Lemon Hill Avenue	West City Limits to Stockton Boulevard	35
Lemon Hill Avenue	Stockton Boulevard to Power Inn Road	40
Lexington Street	Arden Way to Glenrose Avenue	30
Logan Street	Elder Creek Road to Lemon Hill Avenue	30
Longview Drive	Roseville Road to Watt Avenue	40
Luther Drive	Florin Road to 52nd Avenue	40
Mack Road	Meadowview Road to Stockton Boulevard	45
Main Avenue	Rio Linda Boulevard to East Levee Road	45
Marconi Avenue	Del Paso Boulevard to Howe Avenue	40
Marconi Circle	Auburn Boulevard to Roseville Road	40
Marysville Boulevard	Rio Linda Boulevard to Bell Avenue	45
Marysville Boulevard	I-80 Freeway to Del Paso Boulevard	35
McKinley Boulevard	Alhambra Boulevard to Elvas Avenue	30
McMahon Drive	65th Street Expressway to Stockton Boulevard	30
Meadowgate Drive	Franklin Boulevard to G Parkway	30
Meadowview Road	I-5 to Brookfield Drive	45
Miller Way	Stockton Boulevard to Y Street	30
Munroe Street	American River Drive to City Limits	30
Muir Way	Broadway to Vallejo Way	30
N Street	3rd Street to 16th Street	25
N Street	16th Street to Alhambra Boulevard	30
<u>Natomas Park Drive</u>	<u>West El Camino Avenue to Garden Highway</u>	<u>30</u>

<u>Rush River Drive</u>	<u>Gloria Drive to Greenhaven Drive</u>	35
S Street	3rd Street to 34th Street	30
Sacramento Boulevard	Broadway to 12th Avenue	30
Sacramento Boulevard	12th Avenue to Fruitridge Road	35
San Juan Road	City Limits to Northgate Boulevard	45
San Juan Road	Silver Eagle Road to Northgate Boulevard	40
Seamas Avenue	Riverside Boulevard to South Land Park Drive	40
Silver Eagle Road	Norwood Avenue to San Juan Road	35
Sorento Road	East Levee Road to Barros Drive	45
Sorento Road	Barros Drive to Del Paso Road	35
South Avenue	Rio Linda Boulevard to Astoria Street	30
South Land Park Drive	Sutterville Road to Fruitridge Road	30
South Land Park Drive	Fruitridge Road to Florin Road	35
<u>South Land Park Drive</u>	<u>Florin Road to Windbridge Drive</u>	<u>35</u>
Stockton Boulevard	Alhambra Boulevard to 2nd Avenue	30
Stockton Boulevard	2nd Avenue to Lemon Hill Avenue	35
Stockton Boulevard	Lemon Hill Avenue to South City Limits	40
Stockton Boulevard	City Limits North of Massie Ct. to City Limits @ S.R. - 99	40
Sutterville Road	Riverside Boulevard to Franklin Boulevard	35
T Street	3rd Street to 59th Street	30
Traction Road	El Camino Avenue to Eleanor	35
Truxel Road	Garden Highway to San Juan Road	40
University Avenue	Fair Oaks Boulevard to American River Drive	30
Valley Hi Drive	Mack Road to Franklin Boulevard	35
W Street	3rd Street	
Watt Avenue	American River Bridge to Folsom Boulevard	45
W El Camino Avenue	Northgate Boulevard to E Levee Road	30
W El Camino Avenue	Northgate Boulevard to Reiner Way	35
<u>Windbridge Drive</u>	<u>Greenhaven Drive to Pocket Road</u>	<u>35</u>
Winters Street	Bell Avenue to Grand Avenue	40
Wissemann Drive	Lake Forest Drive to Folsom Boulevard	30
Woodbine Avenue	47th Avenue to Florin Road	30
Wyndham Drive	Valley Hi Drive to Bruceville Road	35
X Street	3rd Street to Alhambra Boulevard	
2nd Avenue	Riverside Boulevard to Stockton Boulevard	30

21st Street	N Street to Broadway	30
21st Street	Florin Road to Meadowview Road	30
24th Street	Broadway to Sutterville Road	30
24th Street	Sutterville Road to Meadowview	40
24th Street	Meadowview to Laramore Way	35
28th Street	C Street to T Street	25
29th Street	C Street to V Street	30
29th Street	Florin Road to Meadowview Road	30
30th Street	C Street to T Street	30
33rd Street	5th Avenue to 12th Avenue	30
34th Street	Folsom Boulevard to 5th Avenue	30
37th Street	Y Street to Broadway	30
39th Street	J Street to Stockton Boulevard	30
<u>49th Street</u>	<u>V Street to Broadway</u>	<u>35</u>
56th Street	Elvas Avenue to H Street	35
56th Street	H Street to Folsom Boulevard	30
59th Street	Folsom Boulevard to Broadway	30
62nd Street	Broadway to 14th Avenue	30
65th Street	Elvas Avenue to S Street	35
65th Street	S Street to 14th Avenue	40
65th Street Expressway	14th Avenue to City Limits	45
71st Street	14th Avenue to 21st Avenue	30

SECTION 2

The speed limits on the above mentioned streets have been justified by an engineering and traffic survey conducted within five years prior to adoption of this resolution.

SECTION 3

Resolution Number 86-410 is hereby repealed.

DAVID M. SHORE

VICE MAYOR

ATTEST:

FORRAINE MAGANA
CITY CLERK

CERTIFIED AS TRUE COPY
of Resolution No. 86-410

JUN 20 1988

DATE CERTIFIED
Forraine Magana
CITY CLERK