



DEPARTMENT OF  
PUBLIC WORKS

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CALIFORNIA

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October 10, 1991

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Transportation and Community Development Committee  
Sacramento, California

Honorable Members in Session

**SUBJECT: TRANSPORTATION SUMMARY OF SACRAMENTO TRANSPORTATION SYSTEM  
IN RELATION TO CENTRAL CITY EMPLOYEES**

**SUMMARY**

This report is in response to the City Manager's request for staff to provide information on Central City modal splits and future transportation network and transit infrastructure improvements.

**LOCATION**

All Council Districts

**RECOMMENDATION**

This report provides information on the existing modal splits for the Central City and future transportation network and transit infrastructure improvements. No staff recommendations are provided in this report.

**BACKGROUND**

The Sacramento Central City offers transportation advantages unlike other areas in the Sacramento Metropolitan Area. With high density office development and the supporting transportation network and transit infrastructure, the Central City has a high degree of success in meeting the transportation needs of downtown employees (Public and Private). With future additions to the transportation system, this success rate will be enhanced. The following summary provides discussion of the current transportation modal splits, and proposed future transit and roadway improvements identified for the Sacramento Metropolitan Area.

1. **Transportation Modal Splits**

The City of Sacramento, Department of Public Works, and Sacramento Regional Transit have conducted cordon counts to establish modal splits for Central City employees. The cordon counts consist of counting the number of passengers in personal vehicles and transit (i.e., bus and Light Rail) to obtain the number of person trips entering the Central City during the AM peak period. The results of the 1991 cordon counts are as follows:

- ° 15 percent of the person trips are by transit
- ° 22 percent of the vehicular trips are by HOV/carpool.

Additionally, the 1991 cordon count determined that 78 percent of vehicular trips during the peak period were by single occupant vehicle (SOV) in the Central City. This modal split contrasts significantly when compared with the current Single Occupant Vehicle rates for the State and County. These rates are as follows:

- 36 Percent SOV - State Employees
- 56 Percent SOV - County Employees
- 56 Percent SOV - City Employees

(Additional information on the downtown employee modal splits is provided - Attachment 1)

## 2. Sacramento Regional Transit

Sacramento Regional Transit's (RT) Long Range Development Plan (LRDP) principal goal is the development of a regional Light Rail system with feeder buses supporting the system (Attachment 2 - Long Range Development Plan For Light Rail). The Development Plan supports the concept of increased development around existing transit services, especially in the core area of downtown Sacramento. RT's position of increased development for the Central City was reaffirmed by SACOG's 1992 Regional Transportation Plan, Mobility Option 4. Mobility Option 4, which demonstrates the effectiveness of intensifying Central City employment and the resulting increased use of public transit and the reduction in the use of SOVs.

RT has reviewed the State Department of General Services' May 1991, Interim Paper on "Supplying the Demand for State Office Space in Sacramento." RT's position is in support of *Alternative Two*, "Increase Capital Area Plan Density" from this paper. *Alternative Two* promotes increased employment densities for long-term State office space in support of the regional transit system and is consistent with RT's LRDP and SACOG's 1992 RTP. A copy of Sacramento Regional Transit's comment letter on the paper is provided (Attachment 3).

## 3. High Occupancy Vehicle (HOV) Infrastructure and Air Quality

The Sacramento Metropolitan Air Quality Management District (SMAQMD), as mandated by the 1988 California Clean Air Act, is responsible for implementing a *1.5 person trips per vehicle trip* goal during the peak hours as part of their Air Quality Attainment Plan. This goal is to be reached by 1999. SMAQMD has prepared a draft 1991 Interim Policy Guidelines which, in concept, supports the *1.5 persons trips per vehicle trip* goal by the development of an integrated regional HOV system.

The Central City is the hub of the regional freeway system and is expected to benefit greatly from reducing SOV usage with the construction of a regional HOV system. The March 1990, HOV System Planning Study conducted for the Sacramento Metropolitan Area studied HOV lanes for major roadway segments. Highway 99 was the first facility to receive HOV lanes as a result of this study. It is expected that, in the near future, other major roadway segments will be considered as candidates for HOV lanes.

With increased usage of HOV lanes on major roadway segments, the *1.25 person trips per vehicle trip* for the Sacramento Central City will increase significantly. This increase will be realized sooner if the Central City's employment figures are enhanced by intensifying office land uses (including public office buildings) in the Central City (Attachment 4 - Identifies existing and proposed HOV facilities).

Transportation and Community Development Committee  
Transportation Summary of Sacramento Transportation System  
October 10, 1991

**POLICY CONSIDERATIONS**

It would be counterproductive to the goals of the City of Sacramento, Sacramento Regional Transit, and SMAQMD for the State to relocate long-range employment densities outside of the Central City. With planned transit and HOV improvements identified and intensification of high density office development, the Central City will continue to meet the transportation needs of downtown employees (Public and Private).

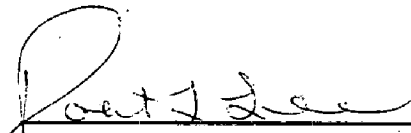
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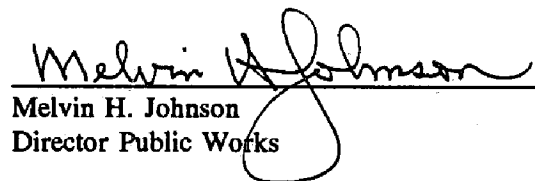
No Impact

**MBE/WBE**

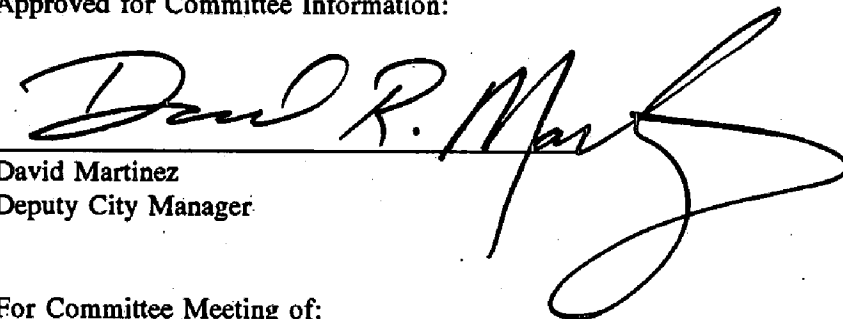
No impact because there are no goods or services being purchased.

Respectfully Submitted,

  
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Robert L. Lee  
Deputy Director Public Works

  
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Melvin H. Johnson  
Director Public Works

Approved for Committee Information:

  
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David Martinez  
Deputy City Manager

For Committee Meeting of:  
October 10, 1991

Contact Person:  
John Presleigh, Associate Civil Engineer  
449-2192

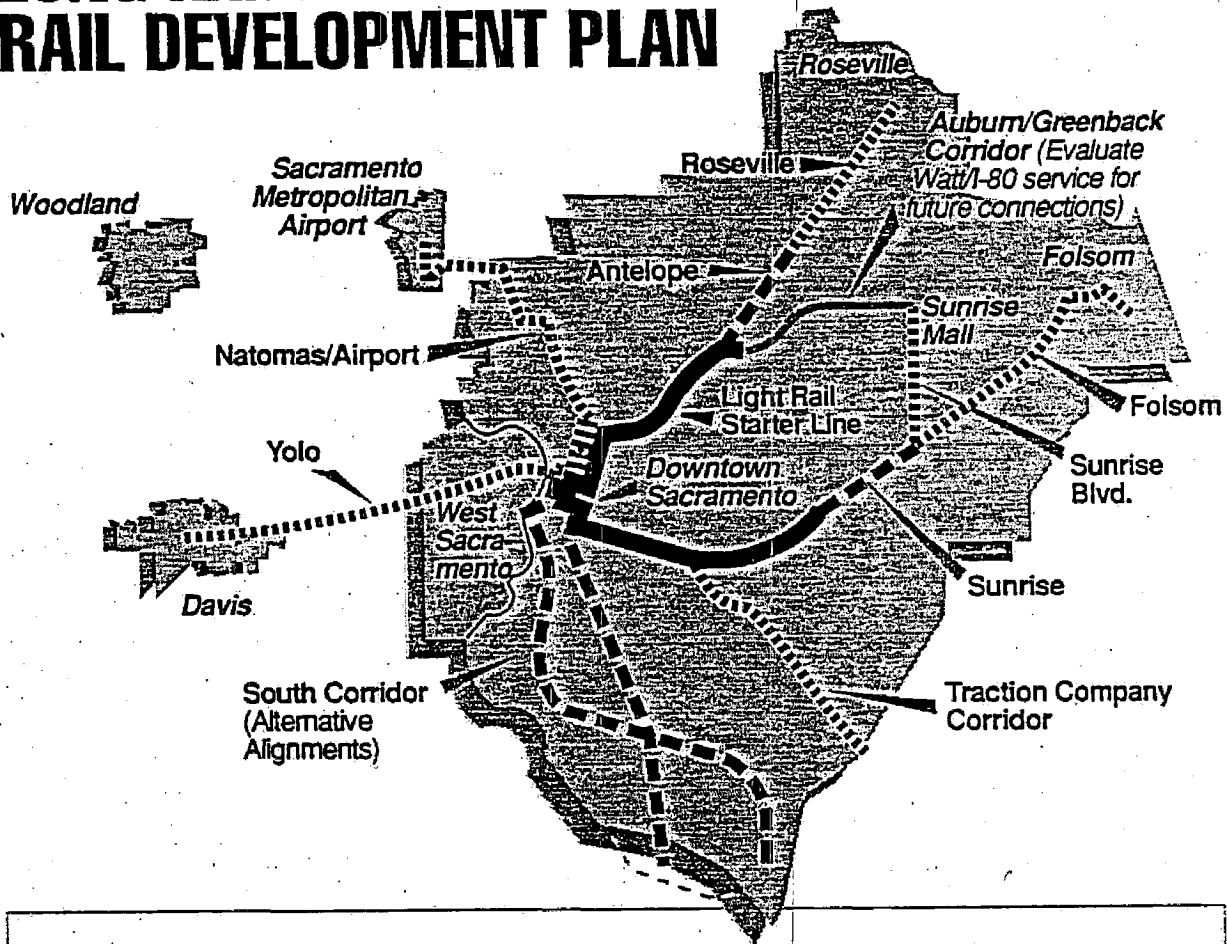
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## 1991 Modal Splits for the Sacramento Central City

<b><i>Total Trips</i></b>		
⇒	<b>Total Personal Vehicle</b>	<b>85 Percent</b>
⇒	<b>Public Transit</b>	<b>15 Percent</b>
<b><i>Total Personal Vehicle Trips</i></b>		
⇒	<b>Personal Vehicle (SOV)</b>	<b>78 Percent</b>
⇒	<b>Carpool (HOV)</b>	<b>22 Percent</b>
⇒	<b>Overall Person Trips Per Vehicle Trip</b>	<b>1.25</b>

**Source:** *1991 Central City Cordon Count. City of Sacramento & Sacramento Regional Transit.*

# LONG RANGE RAIL DEVELOPMENT PLAN



 REGIONAL BUS SERVICE AREA

## 1991 Existing Starter Line

 STARTER LINE

Double Tracking: Dos Rios Station; 39th St. Station.  
Land Use Intensification, Joint Development

## 10-Year Development Plan - 1999 System


 SOUTH CORRIDOR

Alternatives Analysis, Preliminary Engineering, Environmental Impact, Construction, Revenue Service 1998

ANTELOPE AND  
SUNRISE

Construction Level E.I.R., Preliminary Engineering,  
Construction, Revenue Service 1996

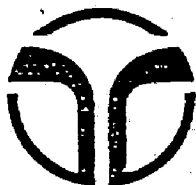
## Long Range Development Plan - possibly 20 years

 FOLSOM  
ROSEVILLE

Regional Coordination, Construction Level E.I.R.'s,  
Preliminary Engineering, Construction,  
Revenue Service 2000 - 2010

YOLO  
NATOMAS/AIRPORT  
TRACTION COMPANY  
SUNRISE BLVD.

Regional Coordination, Refinement Studies, Land-Use  
Orientation, Right-of-Way Preservation



# SACRAMENTO REGIONAL TRANSIT DISTRICT

MAILING ADDRESS: P.O. BOX 2110 • SACRAMENTO CA 95812-2110 • 916 321-2800

July 11, 1991

Carol Guilbault  
Associate Planner  
Department of General  
Office of Project Development  
and Management  
400 P Street, Suite 3460  
Sacramento CA 95814

Dear Ms. Guilbault:

Regional Transit (RT) has reviewed the interim paper on "Supplying the Demand for State Office Space in Sacramento" dated May 1991.

RT staff would like to offer support for implementation of alternatives that increase densities around existing transit services, especially in the core area of Downtown Sacramento. Locating state office space where there is currently limited or no transit services creates a disincentive for those employees who would like to use transit as an alternative commute mode as we are currently observing in the Western R Street and Richards Boulevard areas.

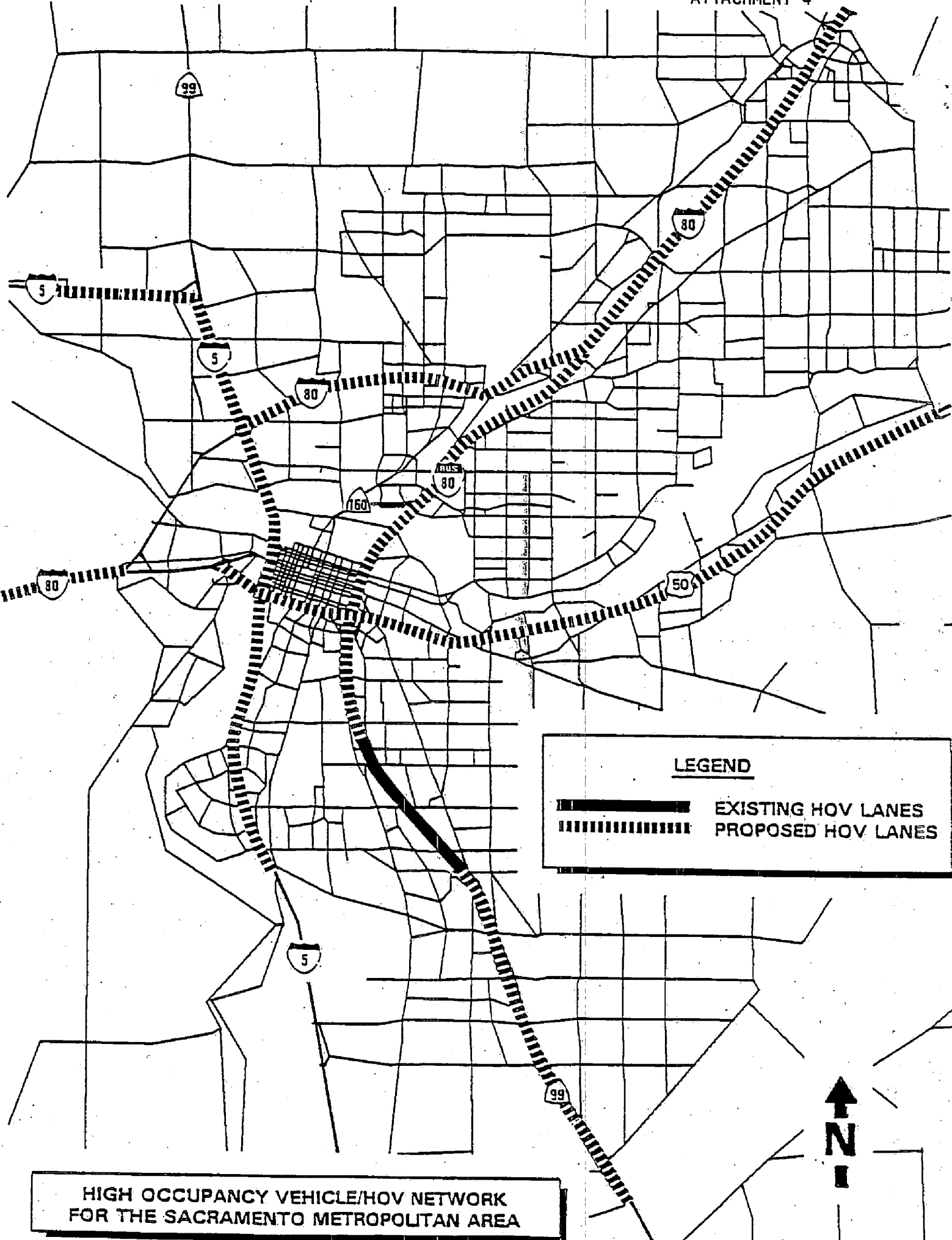
Specifically, Alternative 2, "Increase Capital Area Plan Density," would integrate the best with RT's services. This scheme for supplying the long-term state office space demand increases employment density at the focus point of the transit system in the Sacramento region. As demonstrated in RT's Systems Planning Study land use analysis scenarios, increasing regional employment concentrations in Sacramento's Central Business District has significant positive effects on systemwide transit patronage and Central City modal split.

Alternative 4, "House Executive Offices in the Capitol Area, Develop State-owned Satellite Offices in the Metropolitan Area," would be an undesirable direction for state office planning from RT's perspective. Dispersing state employment offices throughout the region limits the transit opportunities for state employees as a commute mode choice. The best levels of transit service in the region is focused in the Central City.

Thank you for the opportunity to comment on this report. If you have any questions, please contact me at 321-2864, or Valerie Rosenkrantz, Planner, at 321-2871.

Sincerely,

Rob Gregg  
Planning Manager



**LEGEND**

————— EXISTING HOV LANES  
- - - - - PROPOSED HOV LANES

**HIGH OCCUPANCY VEHICLE/HOV NETWORK  
FOR THE SACRAMENTO METROPOLITAN AREA**