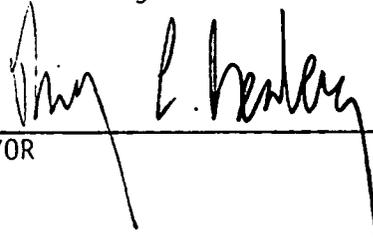


Appeal of Anthony Osmundson vs. City of Sacramento )  
Planning Commission's denial of a Special Permit to )  
allow a parking lot in the R-4A zone and seven )  
Variance requests to allow a substandard parking )  
lot on property located at 1100 "G" Street )  
(P82-219)

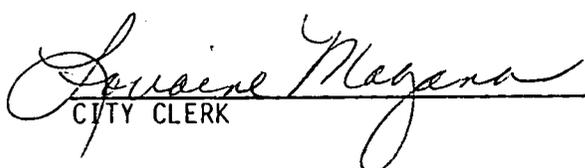
NOTICE OF DECISION  
AND  
FINDINGS OF FACT

At its regular meeting of November 16, 1982, the City Council heard and considered evidence in the above-entitled matter. Based on oral and documentary evidence at said hearing, the Council denied the appeal based on the following findings:

1. The proposed parking lot is not consistent with the policies of the Redevelopment plan that encourages the retention of residential uses in the Alkali Redevelopment area.
2. The proposed parking lot is not compatible with the adjacent residential land uses to the east.
3. The approval of the subject site would encourage the conversion of additional residential dwellings to the east into office uses.
4. The granting of the Variance requests to create a substandard parking lot would constitute a special privilege to one property owner in that these standards are required of all new permanent parking facilities.
5. The design of the parking lot would create a parking layout that would not function properly due to restricted maneuvering room.

  
MAYOR

ATTEST:

  
CITY CLERK

**APPROVED**  
BY THE CITY COUNCIL

NOV 30 1982

OFFICE OF THE  
CITY CLERK

*Room*

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

P. O. BOX 911, MARYSVILLE 95901

Telephone (916) 674-4362

16



November 19, 1982

03-Sac-50  
Ramp Metering

City Council  
City of Sacramento  
915 I Street, Room 205  
Sacramento, CA 95814

Gentlemen:

Caltrans has been scheduled to make a short presentation concerning the Ramp Metering Project on Route 50 between Watt Avenue and Stockton Boulevard at your November 30th City Council Meeting. The presentation will describe in detail how the metering system works from a motorist's perspective.

Attached for your information is a handout that will be given to the motorists at each of the affected ramps on the day the meter is turned on at that ramp. This handout is intended to help inform the public about the purpose of the metering system and benefits derived.

I look forward to attending your meeting.

Very truly yours,

LEO J. TROMBATORE  
District Director of Transportation

Attachs.

FILED  
SACRAMENTO REDEVELOPMENT AGENCY  
CITY OF SACRAMENTO

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## What is ramp metering?

Ramp metering is the spacing or "metering" of cars entering a freeway during periods of high use to reduce congestion and allow freeway traffic to move faster and smoother. Metering makes it possible for more vehicles per hour to use a freeway corridor with an overall shorter commute time. It is accomplished through the use of traffic signals at freeway on-ramps.

## Why do we need it?

Congestion has increased on Route 50 to the point where traffic frequently slows and occasionally comes to a standstill. After careful study, many public meetings and coordination with the City and County of Sacramento, Caltrans proposed ramp metering as a cost-effective method to reduce congestion. Ramp metering has been tried and proven successful in other metropolitan areas. Caltrans first installed signals on freeway ramps in California in 1968. In areas that have ramp metering, local officials and the California Highway Patrol have praised its effectiveness in reducing congestion and improving the operation of heavily traveled freeways.

## The project:

In May of 1982, a \$727,000 project was begun to install a ramp-metering system at nine on-ramps to westbound (inbound) Route 50 between Watt Avenue and Stockton Boulevard. Along with the installation of computer-operated traffic signals at these on-ramps (see map), a fifth westbound freeway lane has been constructed between 59th Street and Stockton Boulevard. The southbound Watt Avenue on-ramp has two metered lanes and a bypass lane. Granite Construction Company of Watsonville was the contractor on the project.

## When and how does it work?

**HOURS:** The system will operate only between 6 and 9 weekday mornings.

**YELLOW FLASHING LIGHT:** As you approach a metered ramp during commute hours, a yellow flashing light at the beginning of the ramp tells you the metering signal is operating.

**TRAFFIC SIGNAL:** Farther down the ramp is a traffic signal similar to those at street intersections. A sign below the signal indicates the number of vehicles allowed to go on each green light. When the light is green, you may continue on the ramp and enter the freeway. The green-red cycle occurs every five to fifteen seconds depending on freeway conditions.

**BYPASS LANES (No Stopping):** Special bypass lanes allow cars carrying two or more people, buses, and motorcycles to proceed without stopping. Bypass lanes are located at Watt Avenue, Howe Avenue, and 59th Street. At Hornet Drive there is a bus-only bypass lane. These lanes are designed to encourage carpooling for more efficient use of transportation facilities, cleaner air, and to conserve natural resources.

**TRAFFIC ACTUATED:** The ramp metering system is computerized to respond to actual traffic conditions. Detectors buried in the pavement monitor the number and movement of vehicles on the freeway. The detectors are connected to computers which activate the signals to allow one or more vehicles onto the freeway at intervals of a few seconds. When traffic is light, the ramp-metering signals will be green. When traffic on the freeway nears capacity, the number and spacing of vehicles allowed to enter will be controlled by the signals.

## What is the turn-on schedule?

Caltrans engineers are in the process of turning on the signals as they are ready. It is expected the signals will be turned on one at a time at weekly intervals. This will give motorists time to adjust to the system and also give Caltrans engineers the opportunity to fine-tune the computers and make sure everything is working properly as each signal is put into operation.

## How can you improve your commute?

By carpooling and using the bypass lanes you can save time and money while conserving gasoline. Any two or more people are considered a carpool. If you are interested in joining or establishing a car or vanpool, call Caltrans at 445-POOL. We can help you find people who live near you, have similar work destinations, and are also interested in carpooling. You can speed your commute even more by adjusting your work hours so you are traveling before or after the heavy commute period.

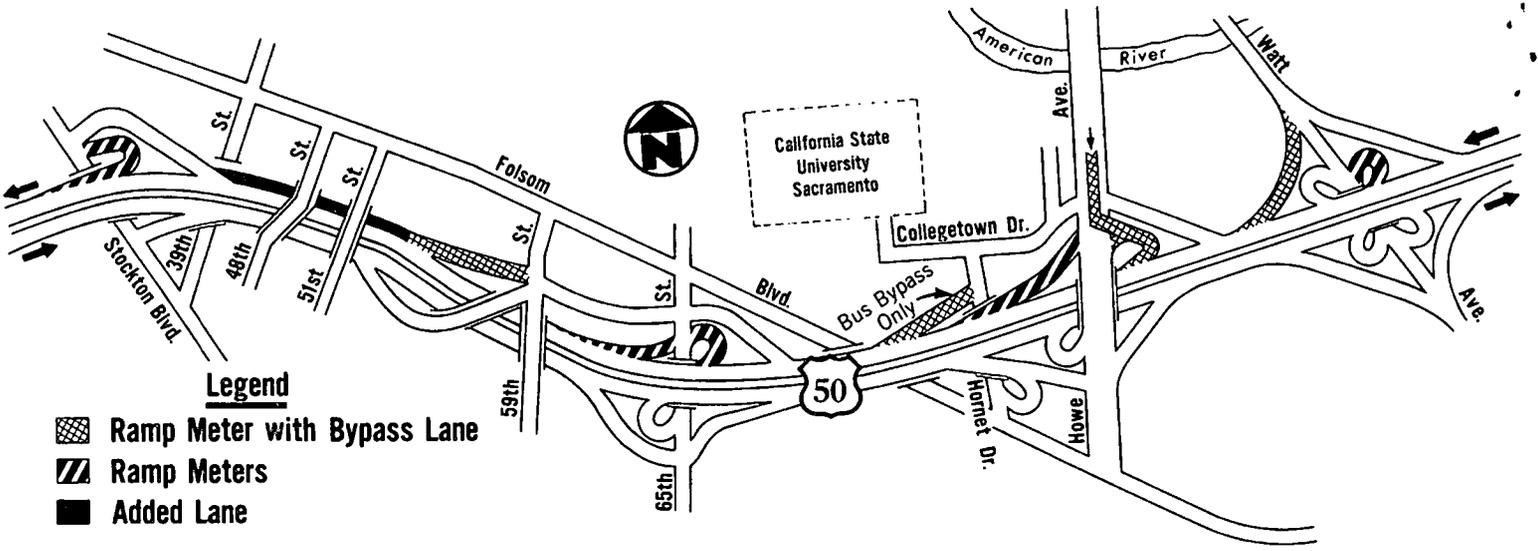
## Do you have any questions?

If you have any questions about ramp metering call Caltrans in Sacramento at 445-7665 or write to us at the address below:

Leo J. Trombatore, District 3 Director  
California Department of Transportation  
P.O. Box 911, Marysville, CA 95901

**Caltrans**

CALIFORNIA DEPARTMENT OF TRANSPORTATION



# ROUTE 50 RAMP METERING

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LEO J. TROMBATORE  
District 3 Director  
Department of Transportation