

# STATE ROUTE 51 \* TRANSPORTATION CONCEPT REPORT

\* Legislative Route Description

Signed



Capital City  
Freeway



October 2004

California Department of Transportation  
District 3



# State Route 51

## Transportation Concept Report

California Department of Transportation, District 3  
Office of Advance and System Planning  
Karen Peneschi, Chief  
(916) 274-0634

Report Prepared by

JoAnn Marvelli  
Associate Transportation Planner  
(530) 741-4286

Traffic Data  
Office of Travel Forecasting and Modeling  
Dennis Azevedo, Chief  
(530) 741-5130

**October 2004**

**APPROVAL RECOMMENDED:**

  
\_\_\_\_\_  
**WAYNE A. LEWIS**  
Deputy District Director, Planning and Local Assistance

12/12/2004  
DATE

**APPROVED BY:**

  
\_\_\_\_\_  
**JODY JONES**  
District Director  
District 3, Marysville

12/22/04  
DATE

# TABLE OF CONTENTS

INTRODUCTION .....	1
TRANSPORTATION CONCEPT REPORT SUMMARY .....	5
TRANSPORTATION CONCEPT RATIONALE .....	5
SEGMENT FACT SHEETS .....	9
▪ SEGMENT 1: SR 50/99 JUNCTION TO JUST WEST OF ARDEN WAY .....	9
▪ SEGMENT 2: JUST WEST OF ARDEN WAY TO THE I-80/SR 51 JUNCTION .....	17

## ATTACHMENTS

LOCATION MAP .....	4
CONCEPT SUMMARY (TABLE 1) .....	5
SEGMENT MAP .....	8
APPENDIX A: CALIFORNIA NATURAL DIVERSITY DATABASE MAP .....	24
APPENDIX B: LEVEL OF SERVICE ILLUSTRATION .....	26
APPENDIX C: GLOSSARY AND DEFINITION OF TERMS .....	28
APPENDIX D: REFERENCES.....	32

## Introduction to the Transportation Concept Report

### What is a Transportation Concept Report?

A Transportation Concept Report (TCR) is a long-term planning document that each Caltrans District prepares for every State highway, or portion thereof, in its jurisdiction, and is where long-range corridor planning in Caltrans begins. The purpose of a TCR is to determine how a highway will be developed and managed in order to deliver the target level of service and quality of operations that are feasible to attain over a twenty-year period. These are indicated in the Transportation Concept. (Transportation concept development is discussed below).

In addition to the 20-year transportation concept, the TCR includes an Ultimate Concept, which is the ultimate goal for the route beyond the twenty-year planning horizon. Ultimate Concepts must be considered with caution, due to the potential for change beyond the 20-year planning period, i.e., changes in land use, funding, which are difficult to predict.

How does the TCR fit in with local and regional planning efforts?

As owner/operator of the State highway system, Caltrans has a duty to establish a long-range vision for its highways and determine overall strategies for their management. This is achieved by taking into consideration the numerous factors encompassed in the human and natural environments in which a particular route exists. During development of a TCR every effort is made to arrive at the same or similar level of service standard used by a local jurisdiction. Caltrans' objective is to have local, regional, private sector, and State consensus on corridor Concepts, planning strategies, and improvement priorities.

Whenever a General Plan is updated, State highways within the jurisdiction should be recognized and included in the circulation system. The jurisdiction should also adopt the Concept Level of Service (LOS) standard indicated in the TCR, along with the Concept Improvements described in the TCR as necessary to meet the Concept LOS. The jurisdiction has the option of adopting a higher LOS standard and acknowledging the inconsistency with the TCR and the associated funding participation limitations by the State for State highway improvements.

Does the TCR have to be read from cover to cover in order to get pertinent information about a route segment?

No, Caltrans does not intend TCRs to be read in its entirety, but rather, the TCR is a reference document with segment-specific information, easily accessible to the reader. The TCR includes:

- Introduction
- A Summary
- Maps
- Fact Sheets identifying specific segment information
- Level of Service graphic
- California Natural Diversities Information
- Glossary

Simply refer to the Table of Contents for specific Segment Fact Sheet and page number.

Each segment's Fact Sheet contains a variety of technical, statistical, historical, and other useful information that provide a deeper understanding of the route and a context for the Concepts developed for it.

Transportation Concept Reports also include right-of-way widths, an inventory of biological resources known to exist in the vicinity of the highway, and maps showing the general location of rare species and natural communities. Right-of-way and environmental information provided in a TCR are relative to the route or route segment and are not to be considered project specific. Precise right-of-way needs cannot be defined until the appropriate environmental and engineering studies are completed. In the back of the TCR is a glossary of terms and acronyms, and a list of references used to prepare the report.

## **Transportation Concept Development**

A Transportation Concept Report (TCR) assesses a highway's current and future operating conditions and uses that and other information to establish a 20-year Transportation Concept for each segment of the route. A Transportation Concept is comprised of a Concept Level of Service and a description of the Concept Facility. The TCR then determines the nature and extent of improvements needed to attain the Transportation Concept.

### Concept Level of Service

Concept Level of Service (LOS) reflects the minimum level or quality of operations that is appropriate for each route segment, and is considered to be reasonably attainable within the 20-year planning period. Caltrans also uses the Concept Level of Service as the CEQA level of significance threshold when evaluating the impacts of local development plans and projects. A significant impact is identified when a specific local development plan or project results in a level of service on the highway segment or intersection that is below the Concept LOS, and must be mitigated.

Typical Concept LOS standards in District 3 are LOS D in rural areas and LOS E in urban areas. However, some heavily congested route segments now have a Concept LOS F because the improvements or travel demand reductions required to bring the level of service to E are not considered feasible. Level of service is established through travel forecasting data analysis, using regional models where available. (See the Glossary for a definition of Level of Service.)

### Concept Facility

The description of a facility reflects its number of travel lanes, and degree of access onto the highway by local streets and driveways. (See the Glossary for an explanation of Access Control.) The Concept Facility will provide the amount of vehicle-carrying capacity necessary to achieve the Concept LOS. In some cases, people-carrying capacity will also be incorporated. Auxiliary lanes are not considered a part of the mainline roadway and, therefore, are not included in the number of travel lanes indicated in a Concept.

### Concept Improvements

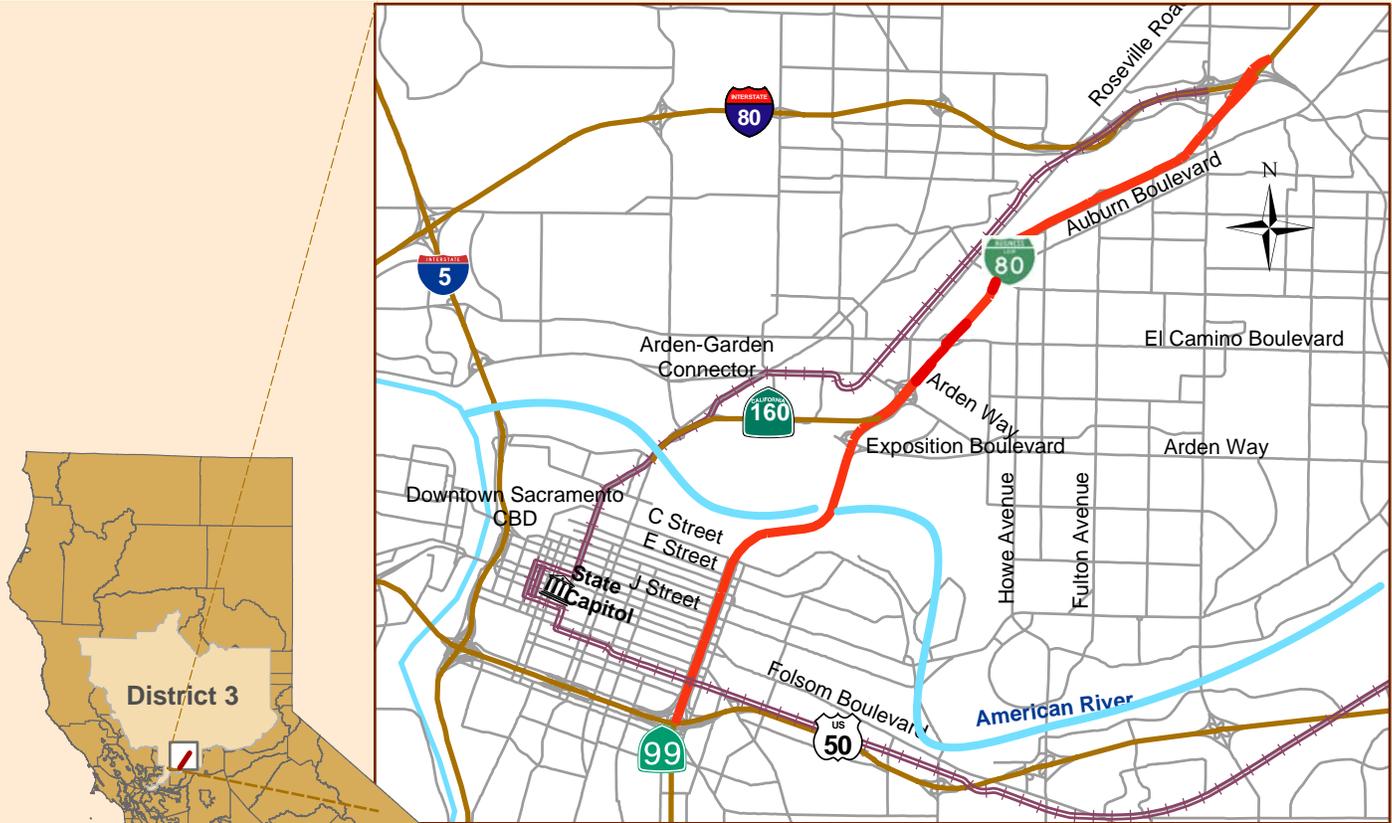
The range of improvements available to achieve a Transportation Concept is heavily influenced by environmental, political, and fiscal conditions. In many areas, planned projects are subject to meeting air quality conformity standards. Unanticipated safety projects and routine roadway maintenance are not included in Transportation Concept Improvements, although both will occur throughout the corridor as needed.

Because a highway is but one part of an interconnected transportation network, District 3 takes a corridor approach to developing TCRs. The corridor may include additional transportation systems, such as bus or rail transit service, bicycle and pedestrian facilities, heavy rail, a seaport, airports, interregional bus service, local roadways, and facilities for neighborhood electric vehicles used frequently by older citizens for local mobility. All of these systems reduce excess highway demand by providing travelers and shippers of goods with non-highway or non-driving options. Expansion of these options can provide a notable improvement to mobility within the corridor, and as such, are included as concept improvements.

Where a concept LOS is F, the TCR recommends general operational improvements and alternate modes of travel as starting places for further study. However, because the number of route segments with a Concept LOS F is expected to increase, operational (that is, non-capacity-increasing) improvements are now the primary strategy for optimizing the operation of the existing highway infrastructure. To fully integrate this strategy, future TCRs will include an operational analysis of heavily congested urban route segments. The results of this analysis will determine which specific operational improvements will become Concept Improvements.

# STATE ROUTE 51 TRANSPORTATION CONCEPT REPORT LOCATION MAP

Signed  and is known as the NE portion of "Capital City Freeway"



**LEGEND**

-  Business 80/SR 51
-  Existing Light Rail Service
-  Other State Highways

## STATE ROUTE 51 TRANSPORTATION CONCEPT REPORT SUMMARY

**Table 1- Concept Summary**

Segment /County	Post Kilometer	Postmile	2000 LOS	2020 No Build LOS	Concept LOS	Existing Facility	Concept Facility	Ultimate Facility
1-SAC	0.000/7.265	0.000/4.353	F1	F3	F2	8-Lane Fwy to PM1.4; 6-Lanes W/ Exist. HOV remainder	8-Lane Fwy to PM1.4; 6-Lanes W/ Exist. HOV remainder ❶	8-Lane Fwy With HOV ❸
2-SAC	7.265/14.787	4.353/8.860	F3	F4	F3	6-Lane Freeway	6-Lane Freeway ❷	6-Lane Freeway

LOS F0 to F3: Number of hours the facility experiences peak hour level of service (LOS) F, i.e., F0 = .25 to 1 hour of peak period congestion, F1 = 1 to 2 hours of peak period congestion, F2 = 2 to 3 hours of peak period congestion, etc.

- ❶ Includes: mainline metering – reduced speeds to enhance ramp meters, bus rapid transit, intelligent transportation system solutions (fiber optics, additional camera hookups).
- ❷ Includes: mainline metering, construction of new and/or expansion of existing auxiliary lanes (see page 14), improvements to Roseville Road, double tracking of the existing light rail transit (LRT) service from Royal Oaks to Swanston station and from Marconi/Arcade to Watt Avenue at I-80, bus rapid transit, and express bus service to the north eastern portion of Sacramento County.
- ❸ Beyond the 20-year planning period: add HOV lanes between E Street and the SR 51/160/Arden Way Interchange and improve the SR 51/160/Arden Way Interchange.

### Description

State Route 51 (SR 51), officially signed as part of the Business Loop 80 and named the Capital City Freeway, is an 8.86 mile divided urban principal arterial freeway extending from the United States (US) Route 50/State Route 99 junction, connecting to SR 160 and terminating at the Interstate 80 (I-80) junction just east of Watt Avenue. SR 51 carries high commuter traffic volumes.

For the purpose of this report, SR 51 is divided in to two segments:

- Segment 1 begins at the US 50/SR 99 junction to (PM 0.0) and terminates at the SR 51/160/Arden Way Interchange (PM 4.353). A predominantly raised structure, this segment of SR 51 is an 8-lane freeway from the US 50/SR 99 junction, to the "E" Street undercrossing, then transitions to a 6-lane freeway to the SR 51/160/Arden Way Interchange. High occupancy vehicle (HOV) lanes exist for a portion of this segment: southbound beginning at E Street connecting to the HOV on SR 99 and northbound from SR 99 to N Street.
- Segment 2 is a six-lane freeway beginning at the SR 51/160/Arden Way Interchange (PM 4.353) to its terminus at the SR 51/I-80 junction (PM8.836).

### Transportation Concept Rationale

State Route 51 (SR) is a critical commuter link in the Sacramento urban core connecting routes

US 50, SR 99 and SR 160 to I-80. SR 51 carries over 151,000 vehicles daily with an operating LOS F1 during peak periods. By the year 2020, the AADT is expected to rise to over 226,500 with demand exceeding capacity by 91%. Congestion is expected to increase to four hours or more.

The concept rationale is based on SR 51's critical importance to overall mobility in Sacramento. Concept improvement strategies are designed to provide the best possible level of service to accommodate the high levels of existing and future commute travel volumes. The ability to make needed, timely improvements to SR 51, however, will be greatly limited by funding availability, right of way availability, environmental issues; and the high cost of construction.

Segment 1 of SR 51 stretches from the US 50/SR 51/99 junction to just west of the SR 51/160 Interchange as it passes through the downtown Sacramento urban core. Due to physical constraints such as SR 51's lack of available right of way and high construction costs, capacity improvements to this portion of SR 51 are problematic at best.

Based on the above-mentioned constraints, the following concept improvements for Segment 1 are considered reasonable to achieve during the 20-year period:

- meter mainline (reduce speeds) when needed to reduce bottlenecks
- deploy Intelligent Transportation Systems (ITS) solutions such as fiber optics and additional camera hookups.

Ultimate Transportation Concept Improvements for Segment 1, beyond the 20-year period include: the addition of HOV lanes, one per direction, from PM 1.44 to 4.353, and the reconstruction of the SR 51/160/Arden Way Interchange to accommodate the additional lanes.

Segment 2 spans from the SR 51/160/Arden Way Interchange to the SR 51/I-80 junction at PM 8.860. In order to accommodate the anticipated future traffic demand volumes, capacity improvements on this portion of SR 51 are needed. However, as in the previous segment, the high cost to implement needed improvements, the lack of right of way, and public support make the expansion of SR 51 difficult. Thus, the concept facility will remain a 6-lane freeway.

Concept improvements for Segment 2 include:

- meter mainline when needed
- reduce speeds to enhance ramp metering
- improvements to Roseville Road and its extension to the Exposition Boulevard interchange
- double tracking of the existing light rail train system from Royal Oaks to Swanston Station, from Marconi/Arcade to Watt/I-80, and from Watt/I-80 to downtown Sacramento
- promoting the development of additional high-capacity facilities parallel to SR 51
- addition of auxiliary lanes southbound between the Auburn/Watt on ramp and the Fulton Avenue offramp, northbound between the Howe Avenue on ramp and Bell Avenue off ramp, northbound from the southbound Watt Avenue loop on ramp to the northbound Watt Avenue direct onramp
- support bus rapid transit within the corridor

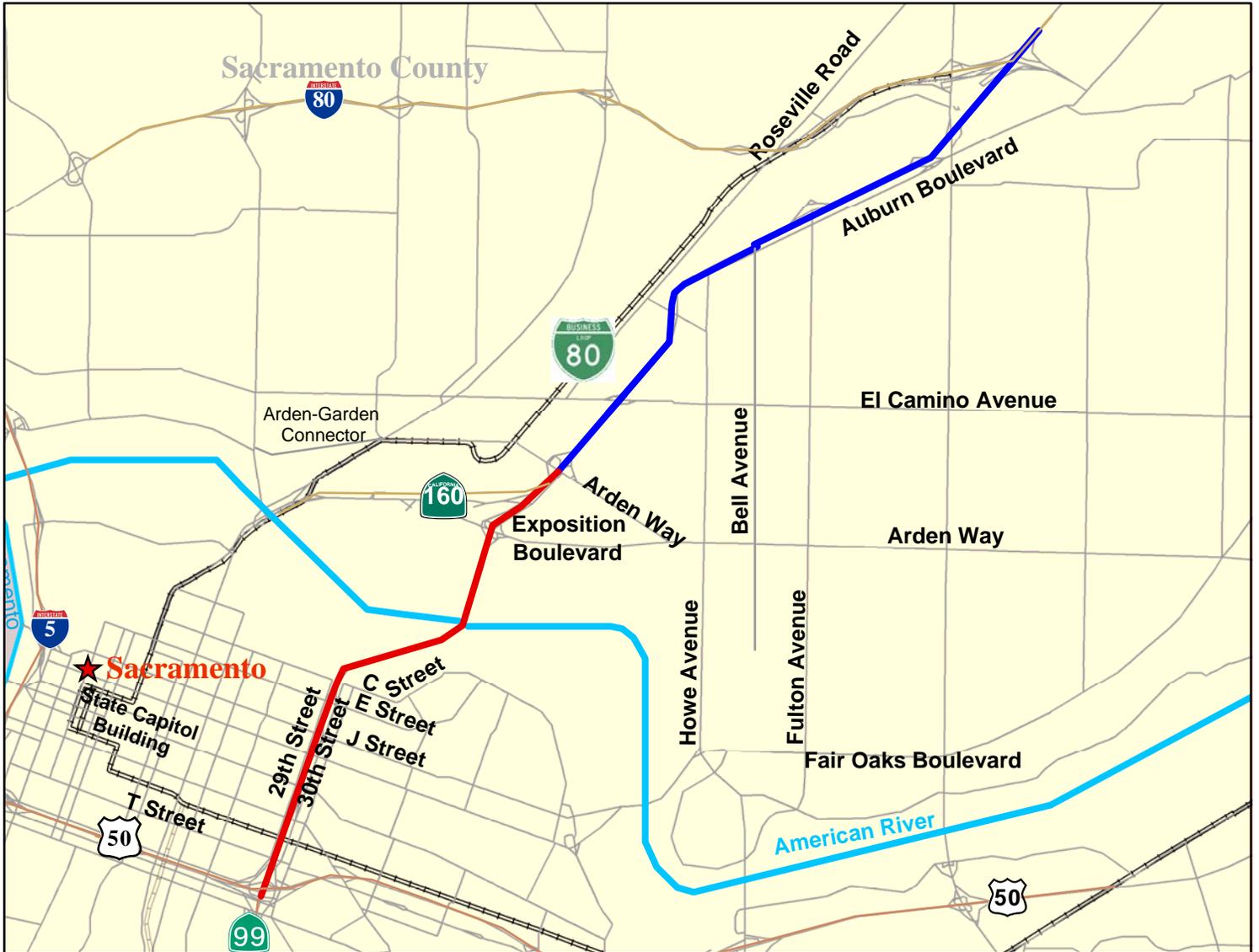
The ultimate transportation concept for Segment 2 remains unchanged from the concept improvement of a 6-lane freeway.

The lack of adequate crossings of the American River in the Sacramento area also contributes to the excess travel demand on SR 51. Another crossing of the American River to the downtown area would help to relieve congestion on SR 51. However, the lack of available right of way needed to construct another bridge crossing will make this option difficult to implement.

In order to assist the movement of bicyclists and pedestrians within this corridor, future improvements to existing or new interchanges within the corridor should include interchange design enhancements that address the special needs of the non-motorized population. In addition to interchange enhancements, design features such as grade separated crossings should also be considered.

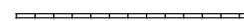
The concept level of service for Segment 1 is LOS F2, and for Segment 2 the concept is LOS F3 (peak period congestion of three hours or more).

# State Route 51 Segment Map



 Segment 1: From the US 50/SR 51/99 Junction to the SR 160/51/Arden Way Interchange

 Segment 2: From the SR 160/51/Arden Way Interchange to the SR 51/I-80 Separation

 Light Rail Transit



State Route 51 Officially Signed Business Loop 80



## District 3 - Transportation Concept Report Fact Sheet

### Route Information

Route: 51  
 County: Sacramento  
 Segment Number: 1

### Segment Boundaries

KP Start	0.000	PM Start	0.000
KP End	7.005	PM End	4.353
Distance [km]	7.005	Distance [mi]:	4.353

### Segment Description

SR 50/99 Junction through the Arden Way/SR 51/160 Interchange

### **Concept Summary**

#### Existing Facility:

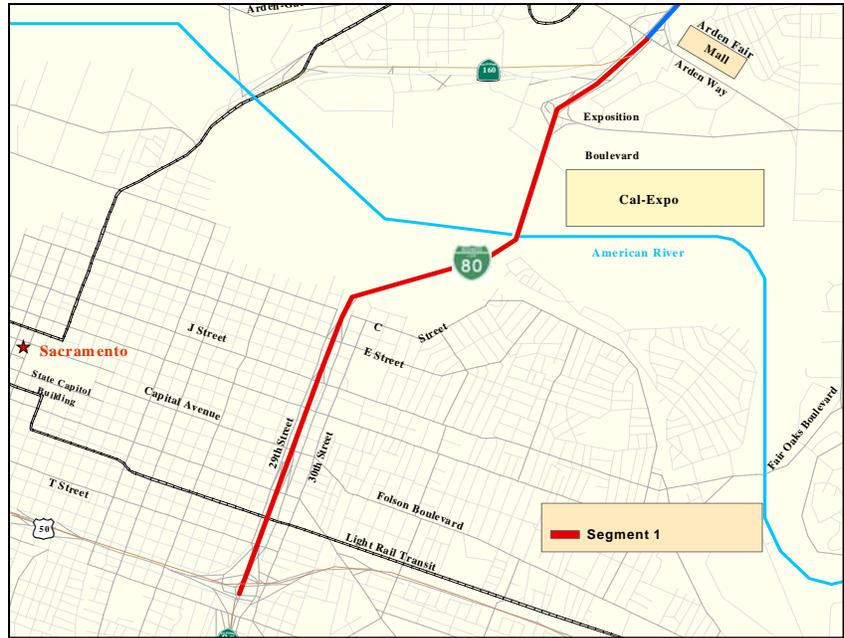
8-lane Freeway to PM 1.4; 6-lane freeway including existing HOV to PM 1.444, 6-lane Freeway to PM 4.353

#### Concept Facility:

8-lane Freeway to PM 1.4; 6-lane freeway including existing HOV to PM 1.444, 6-lane Freeway to PM 4.353

#### Ultimate Facility:

8-Lane Freeway with HOV



### **Level of Service (LOS)**

Existing LOS:	F1	County General Plan:	Sacramento
20 yr. LOS - No Build:	F3	General Plan Year:	1993
20 yr. Concept LOS:	F2	General Plan LOS Standard:	D/E

### Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

### **TRANSPORTATION CONCEPT IMPROVEMENTS**

Meter mainline - reduce speeds to enhance ramp meters and minimize bottlenecks

Support new local road bridge crossing(s) of the American River

Deploy Intelligent Transportation Solutions, such as fiber optics, additional camera hook ups, mainline metering.

Replace undercrossing structures on SR 51 at Arden Way. Widen Arden Way to 6 lanes, including sidewalks and bike lanes in both directions. Relocate/realign ramp terminals.

Construct braided ramps and auxiliary lanes at Routes 51/160 Interchange including Tribute Road on-ramp closure.

Ultimate Concept (20 years and beyond):

Add one HOV lane in each direction from approximately "E" Street to the SR 51/160/Arden Way Junction (PM 1.44 to 4.353) when feasible.

Reconstruct I-5/Arden Way/SR 160 Interchange to accommodate the additional lanes.

### ***DESCRIPTION - RATIONALE - GENERAL COMMENTS***

This segment of State Route 51 (SR 51), predominantly a raised structure, begins at the US 50/SR 99 junction and terminates at the SR 160 junction just east of the Arden Way Interchange. The facility is an 8-lane freeway from the US 50/SR99 Junction to the E Street Undercrossing, then transitions to a 6-lane freeway the remainder of the segment. High occupancy vehicles lanes (HOV) exist for a portion of this segment: southbound beginning at E Street connecting to the HOV on SR 99 and northbound from SR 99 to N Street. This segment of SR 51 provides access to United States Route 50, State Route 99 south, State Route 160 and the downtown Sacramento central business district (CBD).

Biological species found within 300 meters of this segment include the Bank Swallow, Elderberry Savanna, Valley Elderberry Longhorn Beetle, and the Burrowing Owl. Specific sites are identified in Appendix A on Page 22.

Segment 1 has an existing AADT of 151,000 vehicles, and is currently operating at peak hour LOS F0 with demand exceeding capacity by 20% or 25,000 vehicles. During the afternoon peak commute period, northbound State Route 51 from the J Street undercrossing to the Watt Avenue Interchange in Segment 2 is experiencing extended periods of delay. Over the next 20-year period, congestion and the resulting delays are expected to increase substantially. By the year 2020, the AADT will increase to 226,500 vehicles and demand is expected to exceed capacity by 81% or 101,000 vehicles, thereby extending peak period congestion.

Concept Improvements deemed feasible for this segment of SR 51, for the 20-year period, to lessen the impacts of congestion, include: 1) Meter mainline to reduce speeds to enhance the operation of ramp-meters and to minimize bottlenecks; 2) Implementation of Bus Rapid Transit; 3) Ramp improvements and widening of the SR 51/160 Interchange, 4) Replace undercrossing structure at the Arden/SR 160 Interchange and widen to 6 lanes, 5) Support a new local bridge crossing over the American River; and, 6) deployment of Intelligent Transportation Solutions (ITS).

The lack of adequate crossings of the American River in the Sacramento urban core contributes greatly toward the excess travel demand on SR 51. Currently, SR 51 is one of only four crossings of the American River connecting south to north area travel. Consequently, high volumes of "out-of-direction travel" occur when direct access is not available. While it is clear that another crossing of the American River in the Sacramento area would help to relieve congestion on SR 51, the lack of available right of way and public support needed to construct another bridge crossing will make this option difficult to implement.

The addition of HOV lanes to this portion of SR 51, identified as an Ultimate Transportation Concept improvement, will require modifications to several structures: "A" Street Overcrossing, both Elvas Railroad Overheads, the American River Bridge, and the Arden/SR 51/SR 160 Interchange.

## Northeast Area Transportation Study (NEATS):

The NEATS study, a comprehensive study of transportation needs in the northeast portion of the City of Sacramento, was completed May 11, 1999. The focus of the study was to identify and better define potential transportation projects in the northeast area that would improve access to and circulation within the study area. The study resulted in recommending a priority ranked 10-year list of transportation projects and a funding and implementation strategy for top ranked projects. The second highest ranking project and one with possibly the most significant impacts to SR 51 is the Richards Boulevard Extension project. The Richards Boulevard Extension project is one of three projects proposed which include: the I-5/ Richards Boulevard Interchange improvements, Richards Boulevard to State Route 160 connection, and the Richards Boulevard Extension which would proceed through a portion of the City of Sacramento's Sutter's Landing Park (formerly a landfill) and would terminate at a new interchange on State Route 51 south of the American River.

Major constraints facing this project include environmental and structural issues associated with crossing a landfill site and interchange spacing requirements on State Route 51, in addition to site and geometrical standards that will need to be met. State Route 51 is currently operating at overcapacity demand during peak periods and additional capacity and operational improvements will be needed in order to accommodate the additional traffic from the Richards Boulevard Extension Interchange. In the interim, alternative improvements to the local street system, such as extending 29th and 30th Streets, should be considered to provide additional mobility to the subject area without requiring major capacity improvements to the highway system.

### **LAND USE**

State Route 51 runs along the eastern boundary of downtown Sacramento. Land use is a mix of medium density residential and business/commercial. As the route nears the American River, land use becomes intensive industrial to both the east and west. Across the American River land use becomes public/quasi-public and borders the intensive commercial and business uses as it approaches the adjoining segment.

Several major developments have been proposed along the east side of SR 51, two of which are located between C Street and the American River. If constructed, the combined area covered by these developments would total over 76 acres and would include a major commercial center and office complex. Such development proposals, including the plan to add 3 million square feet of high density office space in downtown Sacramento, could result in 40,000 additional trips per day for SR 51 alone.

The C Street site is also being considered for a pedestrian friendly community which would not require freeway access. If constructed, land uses not involving freeway access will reduce the impacts from added congestion that would otherwise be felt by large scale development requiring access to SR 51.

State Route 51 plays a critical role in ground transportation in the Sacramento metropolitan area. If large-scale developments requiring freeway access along this portion of State Route 51 come to fruition, then significant cumulative impacts to SR 51 would be realized. Therefore,

transportation impacts to State Route 51 and appropriate mitigation measures should be included in all Environmental Impact Reports generated by such development.

**MODAL OPTIONS**

Regional Transit (RT) operates two bus routes, 67 and 68, that travel between the Florin Mall and Arden Way on 30 to 40 minute headways. RT also operates a fixed route bus system serving the area surrounding SR 51. Bus lines serving the area include, 22, 23, 34 and 38. Bus lines operate on a Monday through Friday schedule with approximately 30 minute headways.

Paratransit, Inc. offers subscription and demand responsive service within the Regional Transit District of Sacramento boundaries and in West Sacramento.

No formal park and ride facilities exist along State Route 51. As SR 51 functions as a connector between routes US 50, SR 160 and I-80, the park and ride facilities within those connecting corridors also serve the park and ride needs of State Route 51.

A bike path exists in the downtown Sacramento core following 12th Street, makes an easterly turn on R Street, then turns down S Street passing under SR 51.

**RIGHT OF WAY**

State-owned right of way along this segment of SR 51 varies as follows:

- PM 0.0 to 1.73            335' US 50/SR 99/SR 51 Jct. B Street
- PM 1.73 to PM 3.0       280' B Street to beginning of aux. lane off to Exposition
- PM 3.0 to 3.8            200' Exposition aux. lane to Jct. SR 160
- PM 3.8 to 4.353         160' Jct. 160 end of Arden Way Interchange

There should be sufficient right of way between PM 1.73 to PM 2.7 (B Street to end of at-grade structure) to add two lanes which would be needed to attain the Ultimate Transportation Concept of widening to eight lanes. Between PM 2.7 and 3.0, the facility transitions to a raised structure which will require constructing an additional lane on each of the bridges. Most of the right of way needed is owned by the State Lands Commission, which minimizes the need to purchase right of way; most of the right of way can be accessed via permit.

Median widths along most of this segment are limited to 16 feet making it necessary to add the lanes on the outside.

**Functional Classification Information**

Functional Classification: **Principal Arterial**  
 National Highway System (NHS): **Other NHS**  
 Access Control: **Freeway**  
 National Truck System: **Terminal Access Route**  
 Scenic Route: **Non Scenic**  
 Lifeline Route: **Non Lifeline**  
 Statewide Significance: **Non Interregional Route System**

**Highway Log Right of Way Information**

Number of Lanes 8

	<i>Meters</i>	<i>Feet</i>
Avg. Lane Width:	3.66	12.00
Avg. Shoulder Width:	2.44	8.00
Avg. Median Width:	10.97	36.00

General Comments:  
 Median widths vary greatly: 36' to E Street, 16' from E Street to the 51/160 junction,

**Projects Planned (Non-funded)**

**Projects Programmed (Funded)**

- 2000 I-80 Corridor Investment Plan  
 Routes 51, I-80, 160: Construct metering/surveillance system on Route 51 from American River to the State Route 51/I-80 separation on I-80 from the State Route 51/I-80 separation to the Placer County line, and on Route 160 at 0.5 kilometer west of Tribute Road.
- 2002 10-Year SHOPP  
 PM 2.61, American River Bridge, bridge scour repair (PSR) \$ 2.0 Million, 07/08 FY
- 2000 I-80 Corridor Investment Plan  
 Braided ramps and auxiliary lane at Routes 51/160 Interchange including Tribute Road on-ramp closure. Year: 2015 Also identified in the SACOG 2025 MTP
- 2002 10-Year SHOPP  
 PM 0.0/1.1 Jct 99/50 to H Street, install ramp meters SB direction \$1.0 Million
- 2002 10-Year SHOPP  
 PM 0.0/8.8 Jct.. 50/51/99 to Jct 51/80 Install Fiber Optics \$1.8 Million (Segments 1 and 2)
- 2002 10- Year SHOPP  
 PM 1.22/3.8 PSSR, H Street to Jct. 160 , Upgrade Median Barriers, \$4.2 Million, 06/07 FY

NO PROJECTS PROGRAMMED

2002 SACOG 2025 MTP	Arden Way underpass improvements to remove restriction caused by columns and widened to six lanes. \$19.529 Million, Publicly funded, Program Year 2010. Also identified in I-80 Corridor Plan
2002 10-Year SHOPP	PM 0.2, Fort Sutter Viaduct, rehabilitate bridges \$2.0 Million, 08/09 FY

---

**Traffic Data**

Peak Period Direct Split: 60%  
 % Traffic Growth Per Year: 3%

**Land-Use Data**

Land Use Zone: Urban /Mixed  
 Terrain: Level  
 Future-20yr. Land Use: Urban/Mixed

---

### Traffic Analysis (No Build)

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	151,000	12,900	1.26	F1	
2010	188,800	16,130	1.51	F3	
2020	226,500	19,350	1.81	F3	

### Truck Volumes

	Daily Truck Volumes		% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	1,133	3 Axle	12.5%	0.8%
4 Axle	290	4 Axle	3.2%	0.2%
5+ Axle	2,836	5+ Axle	31.3%	1.9%
Total:	4,258	Total:	47.0%	2.8%

### Traffic Accident Rates (Per Million Vehicle Miles)

Actual Accident Rate for Highway Segment		Statewide Average Rate for Highway Type	
Fatal-plus-Injury Collision Rate::	Total Collision Rate::	Fatal-plus-Injury Collision Rate:	Total Collision Rate
0.71	2.02	0.33	0.96

Source: TASAS Accident data from Apr 1999 to February 2003

*Statewide average rates are calculated for all facilities of a similar type.*

### Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

**Air Basin:** Sacramento Valley

#### **Federal Air Quality Area Designations:**

**CO:** Attainment-Maintenance  
(CO Protocol Applies)

**PM10:** Moderate

**Ozone:** Severe

---

## Local and Regional Planning Agencies

### **RTPA/MPO**

Sacramento Area Council of Governments (SACOG)  
1415 L Street, Suite 300  
Sacramento, CA 95816  
(916) 321-9000

### **Air Quality District**

Sacramento Metro Air Quality Management District  
777 12th Street, 3rd floor  
Sacramento, CA 958141-908  
(916) 874-4800

### **County Planning Department**

County of Sacramento  
Sacramento County Planning Department  
827 Seventh Street, Rm 101  
Sacramento, CA 95814  
(916) 874-6141

### **Congestion Management Agency**

Sacramento Transportation Authority  
901 F Street, Suite 210  
Sacramento, CA 95814-0730  
(916) 323-0080

### **City Planning Department**

City of Sacramento  
Sacramento City Planning Division  
1231 I Street Room 300  
Sacramento, CA 95818  
(916) 264-5381

## District 3 - Transportation Concept Report Fact Sheet

### Route Information

Route: 51  
 County: Sacramento  
 Segment Number: 2

### Segment Boundaries

KP Start	7.005	PM Start	4.353
KP End	14.259	PM End	8.860
Distance [km]	7.253	Distance [mi]:	4.507

### Segment Description

Arden Way/SR 51/160 Interchange to I-80 Junction

### **Concept Summary**

Existing Facility:

6-lane Freeway

Concept Facility:

6-lane Freeway

Ultimate Facility:

6-lane Freeway



### **Level of Service (LOS)**

Existing LOS:	F3	County General Plan:	Sacramento
20 yr. LOS - No Build:	F4	General Plan Year:	1993
20 yr. Concept LOS:	F3	General Plan LOS Standard:	D/E

### Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

### **TRANSPORTATION CONCEPT IMPROVEMENTS**

**Construct Auxiliary Lanes:**

SB auxiliary lane between the Auburn/Watt onramp and the Fulton Ave. offramp.

NB auxiliary lane between the Howe Ave. onramp and the Bell Ave. offramp.

NB auxiliary lane from the SB Watt Ave. loop onramp to the NB Watt Ave. direct onramp.

Meter mainline when needed - reduce speeds to enhance ramp meters

Improve Roseville Road and extend it to the Exposition Boulevard Interchange.

Promote the development of an additional high capacity facility parallel to SR 51.

Add express light rail transit (LRT service from Watt Avenue/I-80 to downtown Sacramento

Double track the existing LRT system from Royal Oaks to Swanston station and from Marconi/Arcade to Watt Avenue/I-80 (includes straightening of Lumberjack curve)

Construct metering/surveillance system on SR 51 from American River to the Route 51/I-80 separation, on I-80

Support Bus Rapid Transit development within the SR 51 corridor.

Ultimate Transportation Concept Improvements (Beyond 20 year period):

Remains 6-lane freeway

### ***DESCRIPTION - RATIONALE - GENERAL COMMENTS***

With minor exceptions due to weave and merge operations, Segment 2 of SR 51 is a six-lane freeway beginning just east of the Arden Way/SR160 Junction and terminating at the SR 51/I-80 separation.

In addition to high interregional, goods movement, and recreational travel volumes, this segment of SR 51 currently carries extremely high commute travel volumes. Currently operating during peak periods at LOS F with an AADT of 140,000, this segment carries a travel demand that exceeds capacity by 53%. By the year 2020, the AADT is expected to rise to over 183,500 with demand exceeding capacity by 96%. This is expected to result in congested periods of four hours or more.

SR 51 plays an integral role in the overall regional mobility in the Sacramento urban area and as such would normally be a high priority candidate for capacity improvements. However, due to the lack of available funding, restricted right of way availability, and the high cost of construction with minimal benefit, the implementation of capacity improvements is difficult. The issue of right of way availability north of the El Camino Interchange becomes of primary importance and would require substantial right of way takes, and would result in major negative impacts to local arterials such as Auburn Boulevard.

The lack of adequate crossings of the American River in the Sacramento urban core contributes greatly toward the excess travel demand on SR 51. Currently, SR 51 is one of only four crossings of the American River connecting south to north area travel. Consequently, high volumes of "out-of-direction travel" occur when direct access is not available. While it is clear that another crossing of the American River in the Sacramento area would help to relieve congestion on SR 51, the lack of available right of way and public support needed to construct another bridge crossing will make this option difficult to implement.

To reduce the impacts from over-capacity travel demand, the concept improvements deemed feasible for Segment 2 of SR 51, include: 1) Meter mainline to reduce mainline speeds to enhance ramp metering, as well as minimize the bottlenecks, 2) Constructing new or expanding existing auxiliary lanes, 3) Widening Roseville Road and extending it to the Exposition Boulevard Interchange, 4) Adding express LRT service from Watt Avenue/I-80 to downtown

Sacramento, 5) Double-tracking the existing LRT system, 6) Constructing ramp metering/surveillance systems; and, 7) Supporting a new bridge crossing of the American River.

The Sacramento County Transportation Mobility Study is considering methods to improve capacity on several major arterials. Some of these arterials feed traffic on to SR 51. Corridors affecting SR 51 include Watt Avenue, Howe Avenue, Greenback Lane, Auburn Boulevard and Roseville Road. The Mobility Study will also consider Bus Rapid Transit (BRT) routes along Watt Avenue, Greenback Lane; and Auburn Boulevard. Potentially, these routes may connect with the existing light rail stations as well as park-and-ride facilities. The concepts being considered may include increased land use densities along Auburn Boulevard to support the transit system. The study should identify potential impacts to SR 51 due to an increase in land use densities, as well as appropriate mitigation measures. When completed, concept improvements relative to SR 51 will be considered for inclusion in the SR 51 TCR.

### **LAND USE**

Land use along this segment is a mix of urban uses surrounded by high to medium density residential. Commercial and business development surrounds this entire segment of SR 51, and includes the Arden Fair Mall and Hagen Oaks Golf Course. SR 51 passes through an area that is built out and affords very little available right of way to make needed changes.

This portion of State Route 51 is currently experiencing extended periods of delay during peak periods and is expected to worsen significantly over the 20-year period. Development in the area surrounding this segment will continue to significantly impact SR 51, creating additional travel demand for an already over-capacity freeway. Transportation impacts to SR 51 and appropriate mitigation measures should be included in all environmental impact reports generated by such development.

### **MODAL OPTIONS**

Regional Transit (RT) operates a fixed route bus system throughout the Sacramento urban core. Bus lines operate every 30 minutes along this segment. Bus route numbers 12, 22 (Monday through Friday) and 23 (7 days per week including holidays) serve the areas immediately adjacent to this segment of State Route 51 including Del Paso Boulevard, Arden Way, Arden Fair Mall, and Fair Oaks Boulevard. There is no accessibility to light rail transit along SR 51.

Paratransit, Inc. offers subscription and demand responsive service for elderly and handicapped riders within the Regional Transit District of Sacramento boundaries and in West Sacramento.

No formal park-and-ride facilities exist along SR 51. As SR 51 functions as a connector between US 50, SR 160 and I-80, the park-and-ride facilities within those connecting corridors also serve the park and ride needs of SR 51.

### **RIGHT OF WAY**

As with Segment 1, state-owned right of way along this segment varies significantly as follows:

PM 4.353 to 5.3	160' Eastern point of Arden Interchange
PM 5.3 to 5.5	210' South Marconi Overcrossing
PM 5.5 to 5.6	160' Marconi Curve
PM 5.6 to 6.0	130' to Howe Ave. connection

Right of Way Widths (Continued)

PM 6.0 to 6.2	140' Bell Avenue connection
PM 6.2 to 6.7	150' to Fulton Ave. Overcrossing
PM 6.7 to 7.1	450' Fulton to .6 miles south of the Auburn Blvd. Ramp
PM 7.1/7.5	150' no notable locations available
PM 7.5 to 7.7	200' to Auburn Blvd. Ramp Overcrossing
PM 7.7 to 8.86	180' Auburn Blvd. Ramp Overcrossing to end of route

Right of way must continue to be protected along State Route 51 to allow for possible future improvements.

**Functional Classification Information**

Functional Classification: **Principal Arterial**  
 National Highway System (NHS): **Other NHS**  
 Access Control: **Freeway**  
 National Truck System: **National STAA Trucks**  
 Scenic Route: **Non Scenic**  
 Lifeline Route: **Non Lifeline**  
 Statewide Significance: **Non Interregional Route System**

**Highway Log Right of Way Information**

Number of Lanes		
	<i>Meters</i>	<i>Feet</i>
Avg. Lane Width:	3.66	12.00
Avg. Shoulder Width:	2.44	8.00
Avg. Median Width:	3.66	12.00

General Comments:  
 Median widths vary: 99' from the 51/160 junction to just west of El Camino Blvd., 30' to Marconi Ave., 18' to the Arcade Bridge, and 99' from the Arcade Bridge to the 51/80 separation.

**Projects Planned (Non-funded)**

2002  
10-Year  
SHOPP

PM 6.8/7.9, Watt Avenue to Fulton Avenue, Widen shoulders and drainage, \$5.0 Million
---

2002  
10-Year  
SHOPP

PM 6.9, Fulton Avenue, widen ramp, \$450,000
--

**Projects Programmed (Funded)**

2002  
SHOPP

PM 6.0/8.3 Howe Avenue to N. Watt: Replace planting and upgrade irrigation. Cost: \$2.072 Million, Year: 05/06
--

**Traffic Data**

Peak Period Direct Split: 60%  
 % Traffic Growth Per Year: 2%

**Land-Use Data**

Land Use Zone: Urban/Mixed Use  
 Terrain: Level  
 Future-20yr. Land Use: Urban Commercial/Mixed Use

### Traffic Analysis (No Build)

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	140,000	16,400	1.53	F3	
2010	159,600	18,700	1.75	F3	
2020	183,500	21,000	1.96	F4	

### Truck Volumes

	Daily Truck Volumes		% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	1,050	3 Axle	12.5%	0.8%
4 Axle	269	4 Axle	3.2%	0.2%
5+ Axle	2,629	5+ Axle	31.3%	1.9%
Total:	3,948	Total:	47.0%	2.8%

### Traffic Accident Rates (Per Million Vehicle Miles)

Actual Accident Rate for Highway Segment		Statewide Average Rate for Highway Type	
Fatal-plus-Injury Collision Rate::	Total Collision Rate::	Fatal-plus-Injury Collision Rate:	Total Collision Rate
0.39	1.05	0.34	0.97

Source: TASAS Accident data from Apr 1999 to February 2003

*Statewide average rates are calculated for all facilities of a similar type.*

### Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

**Air Basin:** Sacramento Valley

#### **Federal Air Quality Area Designations:**

**CO:** Attainment-Maintenance  
(CO Protocol Applies)

**PM10:** Moderate

**Ozone:** Severe

---

## Local and Regional Planning Agencies

### **RTPA/MPO**

Sacramento Area Council of Governments (SACOG)  
1415 L Street, Suite 300  
Sacramento, CA 95816  
(916) 321-9000

### **Air Quality District**

Sacramento Metro Air Quality Management District  
777 12th Street, 3rd floor  
Sacramento, CA 958141-908  
(916) 874-4800

### **County Planning Department**

County of Sacramento  
Sacramento County Planning Department  
827 Seventh Street, Rm 101  
Sacramento, CA 95814  
(916) 874-6141

### **Congestion Management Agency**

Sacramento Transportation Authority  
901 F Street, Suite 210  
Sacramento, CA 95814-0730  
(916) 323-0080

### **City Planning Department**

City of Sacramento  
Sacramento City Planning Division  
1231 I Street Room 300  
Sacramento, CA 95818  
(916) 264-5381

## **APPENDIX “A”**

---

### **CALIFORNIA NATURAL DIVERSITY DATABASE AND MAPS**

---

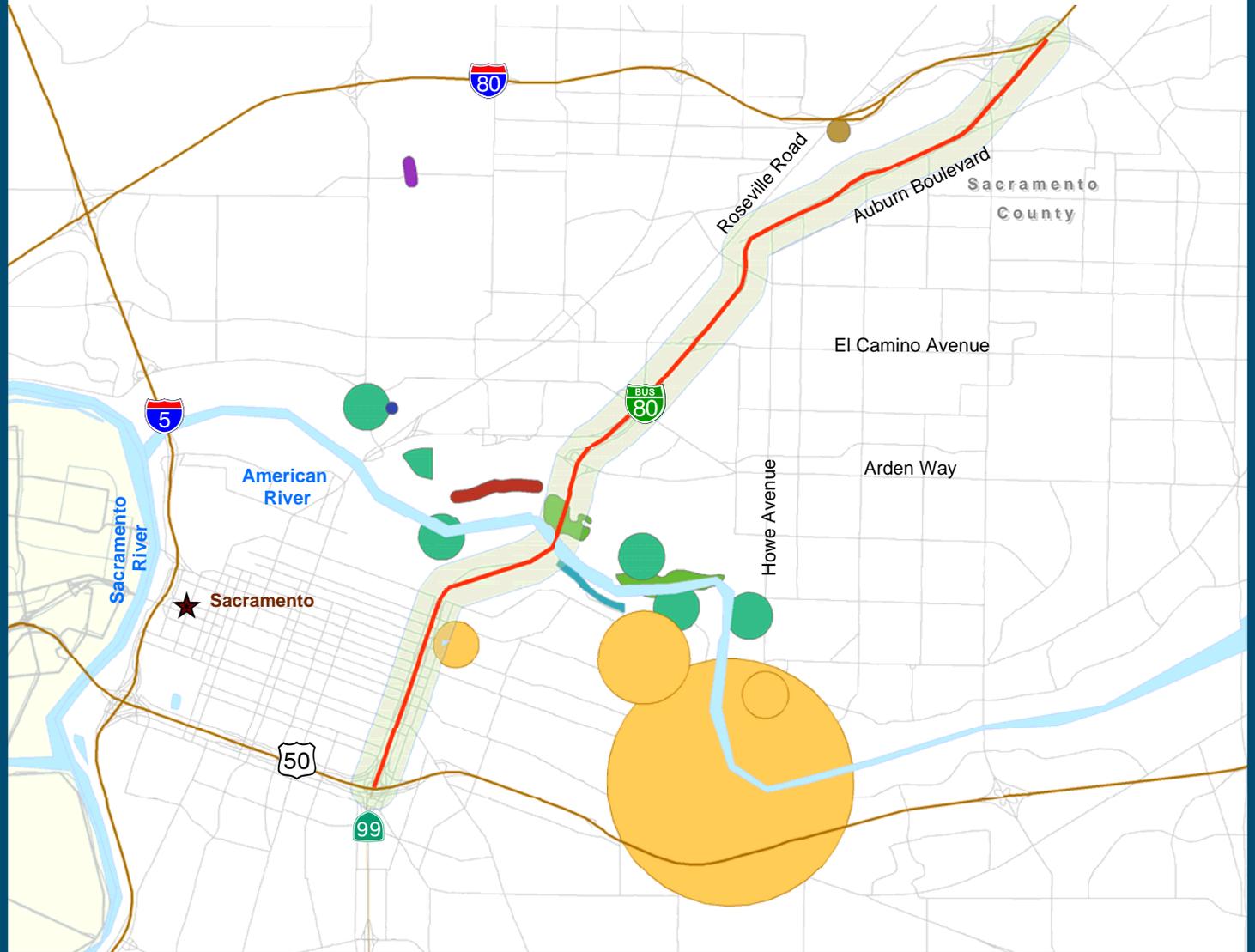
The California Natural Diversity Database (CNDDDB) is an application created to allow for the ability to do an environmental assessment. The CNDDDB was used in this report in order to depict environmental resources that exist along State Route 51. Known environmental resources are displayed on the enclosed map and can be evaluated for potential impacts that may affect future highway projects.

This provides an initial assessment of environmental issues and concerns that will need to be addressed during project planning and development. Additionally, this information can be used to evaluate the feasibility of a project and for examining the alternatives. These are biological resources that may be threatened or endangered.

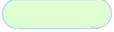
The following page depicts SR 51 as it passes through a portion of Sacramento County. The attached map identifies the status of habitats and species found within the SR 51 corridor buffer. This information does not represent all possible environmental constraints that may exist. If a specific project were identified within this corridor, an environmental assessment such as, Environmental Impact Report or Study, or Initial Study, etc. would be required.

# Appendix A

## State Route 51 CNDDDB Record - Sacramento County



### Legend

- |   |                     |   |                                   |
|---|---------------------|---|-----------------------------------|
|  | Cooper's hawk       |  | Burrowing Owl                     |
|  | Elderberry Savanna  |  | Purple Martin                     |
|  | Sanford's Arrowhead |  | Valley Elderberry Longhorn Beetle |
|  | Bank Swallow        |  | Vernal Pool Fairy Shrimp          |
|  | State Route 51      |  | 300 Foot Buffer                   |



Official Signage



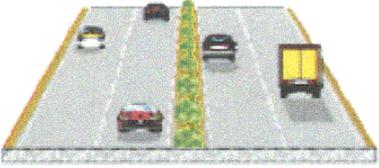
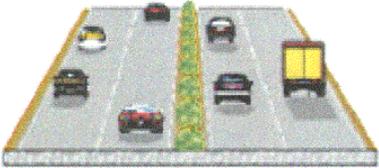
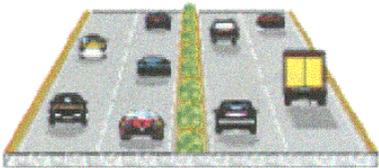
## APPENDIX 'B'

---

### FREEWAY LEVELS OF SERVICE

# LEVELS OF SERVICE

for Freeways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
<b>A</b>		70	Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability. <b>No delays</b>
<b>B</b>		70	Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. <b>No delays</b>
<b>C</b>		67	Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful making lane changes. <b>Minimal delays</b>
<b>D</b>		62	Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited. <b>Minimal delays</b>
<b>E</b>		53	Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. <b>Significant delays</b>
<b>F</b>		<53	Very congested traffic with traffic jams, especially in areas where vehicles have to merge. <b>Considerable delays</b>

**APPENDIX “C”**

**GLOSSARY AND DEFINITION OF TERMS**

---

## Appendix C: Glossary and Acronyms

Acronyms and Terms taken from the "Caltrans Acronyms & Transportation Terms Commonly Used in System and Advanced Planning"

### Aa

**Air Basin:** An area or territory that contains similar meteorological and geographical conditions. In California, the Air Resources Board (ARB) has established nine air basins.

**Annual Average Daily Traffic (AADT):** The average 24-hour traffic volume, which is the total number of vehicles during a stated period divided by the number of days in that period. Unless otherwise stated, the period is a year.

**Average Daily Traffic (ADT):** The average 24-hour traffic volume, which is the total number of vehicles during a stated period divided by the number of hours in that period. Unless otherwise stated, the period is a 24-hour period.

### Cc

**Capacity Enhancement:** Projects that increase the carrying capacity of a route such as additional lanes, or operational improvements such as ramp metering.

**Channelization:** The separation or regulation of conflicting traffic movements into definite paths or travel by the use of pavement markings, raised islands or other suitable means to facilitate the safe and orderly movement of both vehicles and pedestrians.

**Class I Facility or Bikeway:** Class I bikeways (bike paths) are facilities with exclusive right of way, with cross flows by motorists minimized. Section 890.4 of the Streets and Highways Code describes Class I bikeways as serving "the exclusive use of bicycles and pedestrians."

**Class II Facility or Bikeway:** Class II bikeways (bike lanes) for preferential use by bicycles are established within the paved area of roadways. Bike lane stripes are intended to promote an orderly flow of traffic, by establishing specific lines of demarcation between areas reserved for bicycles and lanes to be occupied by motor vehicles.

**Class III Facility or Bikeway:** Class III bikeways (bike routes) are intended to provide continuity to the bikeway system. Bike routes are established along through

routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes). Class III facilities are shared facilities, either with motor vehicles on the street or with pedestrians on sidewalks; and in either case, bicycle usage is secondary. Class III facilities are established by placing Bike Route signs along roadways.

**Concept:** A strategy for future improvements that will reduce congestion, improve mobility, or maintain the existing level or service on a specific route.

**Conventional Highway:** A highway without control of access, and which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations.

### Ee

**Expressway:** An arterial highway for through traffic which may have partial control access, but which may or may not be divided or have grade separations at intersections.

### Ff

**Focus Routes:** A subset of the 34 High Emphasis Routes (see definition). Focus Routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standards in a 20-year period.

**Freeway:** A divided arterial highway for through traffic with full control of access and with grade separations at intersections.

### Hh

**High Emphasis Routes:** Routes that are characterized as being the most significant Interregional Road System (IRRS) routes. More importantly, these routes are significant in interregional travel and to maintaining and improving mobility across the entire state.

**Highway Adoption:** California Transportation Commission (CTC) establishment of a specific highway route location.

## Ii

**Interregional Road System (IRRS):** A series of interregional state highway routes located outside of urbanized areas that provides access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions.

**IRRS:** Interregional Road System

## Kk

**KPM:** Kilometer Post-mile

**Kilometer Post-mile (KPM):** Using kilometers and counties, the Post-mile system identifies specific and unique locations in the California highway system.

## Ll

**Level-of-Service (LOS):** A rating using performance measures (e.g., traffic volumes, vehicle/capacity ratios, vehicle delay times), that characterizes operational conditions within a traffic stream and perception of those measures by motorists and passengers.

**LOS:** Level-of-Service

## Mm

**Median:** The portion of a divided highway separating the traveled ways for traffic in opposite directions.

## Nn

**National Highway System (NHS):** The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 included the Interstate Highway System in the 155,000-mile National Highway System (NHS). The NHS approved by Congress in 1995, provides an interconnected system of principal arterial routes to serve major travel destinations and population centers, international border crossings, as well as ports, airports, public transportation facilities, and other intermodal transportation facilities. NHS routes must also meet

national defense requirements and serve interstate and interregional travel.

**NHS:** National Highway System

## Pp

**Paratransit:** A variety of small, often flexibly scheduled route transportation services using low-capacity vehicles, such as vans, to operate within urban transit corridors or rural areas. These services usually serve the needs of persons that standard mass transit services would serve with difficulty, or not at all. Often, the patrons include the elderly and persons with disabilities.

**Peak Period:** The period during which the maximum amount of travel occurs. It may be specified as the morning (AM) or afternoon (PM) peak, or peak hours.

**PM:** Post-mile

**Post-Mile (PM):** Using miles and counties, the post-mile (PM) system identifies specific and unique locations in the California highway system.

## Rr

**Regional Transportation Plan (RTP):** State mandated documents to be developed biennially by all Regional Transportation Planning Agencies (RTPAs). They consist of policy, action, and financial elements.

**Regional Transportation Planning Agency (RTPA):** Created by AB 69 (1972) to prepare regional transportation plans and designated by the Business, Transportation and Housing secretary to receive and allocate transportation funds. RTPAs can be Councils of Government (COGs), Local Transportation Commissions (LTCs), Metropolitan Planning Organizations (MPOs), or statutorily created agencies.

**Route Concept:** The Department's judgement on existing and future facilities given present and future financial, environmental, planning and engineering factors.

**RTP:** Regional Transportation Plan

**Rural Area:** An area with a population of less than 2,500, and located outside the U.S. Census *urban area* boundary.

## Ss

**SACOG**: Sacramento Area Council of Governments

**Shared Roadway**: Shared Roadways have no bikeway designation. For example, many rural highways are used for intercity touring and recreational travel. However, the limited use and lack of continuity makes it inappropriate to designate these facilities for bikeways. The development and maintenance of a 4 foot-paved roadway shoulder with a 4-inch stripe can improve the safety and convenience of motorists and bicyclists.

**SHOPP**: State Highway Operation and Protection Program

**Shoulder**: The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base surface courses.

**SR**: State Route

**State Highway Operation and Protection Program**

**(SHOPP)**: A 4-year program limited to projects related to state highway safety, maintenance, and operation.

**State Route (SR)**: State highways within the State, other than Interstate and US routes, which serve intrastate and interstate travel. These highways can be freeways, expressways, or conventional highways.

## Tt

**TCR**: Transportation Concept Report

**TDM**: Transportation Demand Management

**Transit**: Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares.

**Transportation Concept Report (TCR)**: Also known as a Route Concept Report (RCR), a document that identifies current operating conditions, future deficiencies, a Route Concept and Concept Level of Service, and improvements to the route or corridor that will achieve the concept.

**Transportation Demand Management (TDM)**: Demand-based techniques for reducing traffic congestion, such as ridesharing programs and flexible

work schedules that enable employees to commute to and from work outside of peak travel periods.

## Uu

**Urban Area**: An area with a population of 2,500 to 49,999, and not located within U.S. Census *urbanized area* boundaries.

**Urbanized Area**: An area with a U.S. Census population of 50,000 or more, and includes *urban area* boundaries.

## APPENDIX “D”

---

### References

1. Sacramento City 1988 General Plan
2. Sacramento County 1993 General Plan
3. SACOG 2025 MTP
4. Caltrans Truck Volumes Book
5. Meeting with Caltrans Traffic Operations Branch
6. Caltrans District 3 Travel Forecasting Analysis
7. California State Highway Log, 2002
8. Public Outreach Meetings:
  - a. SACOG TDM Technical Advisory Committee
  - b. Sacramento Hispanic Chamber of Commerce
  - c. Woodland Chamber of Commerce
9. Additional Public Outreach contacts:
  - a. Yolo Hispanic Chamber of Commerce
  - b. Sacramento Black Chamber of Commerce
  - c. Asian Pacific Chamber of Commerce
  - d. Downtown Sacramento TMA
10. SACOG Draft 2004/05 Overall Work Program
11. County of Sacramento Dept. of Transportation  
Draft Sacramento County Mobility Study
12. Sacramento Regional Transit, Bus Transit and Light Rail Transit  
Planning
13. Sacramento County Bike Master Plan
14. SACOG website/Park and Ride Information
15. Caltrans GIS Database
16. District 3 North Region Workplan Status
17. Caltrans District 3 Construction Status
18. Sacramento Air Quality Management District Contacts