

## **4.2 TRANSPORTATION/TRAFFIC**

This section describes the transportation setting of the 65<sup>th</sup> Street Redevelopment Plan Project Area. The analysis focuses on the segments of the transportation networks that serve as direct or key indirect linkages to the Project Area. Whereas the Redevelopment Plan does not directly propose new development but would encourage development consistent with the General Plan by funding incentives, programs and public improvements in the Project Area, this section summarizes data and analyses in the Sacramento City General Plan Update EIR (SGPU EIR), the 65<sup>th</sup> Street Transit Village EIR, and the Southeast Area Transportation Study (SEATS), which are incorporated in this EIR by reference.

### **4.2.1 PROJECT AREA SETTING**

The transportation system serving the Project Area includes limited access roadways (freeways); surface street roadways; and public transportation including bus service and light rail.

#### **PROJECT AREA ACCESS**

Regional access to the Project Area is provided by U. S. Highway 50. Highway 50 is one of the principal east-west freeways through the region, serving traffic between San Francisco and Nevada. Highway 50 has four lanes in each direction of travel through the Project Area, and the corridor experiences significant congestion that lasts for multiple hours during the morning and evening commutes.

Major north-south arterials in the Project Area include 65<sup>th</sup> Street and Power Inn Road. 65<sup>th</sup> Street is a four lane arterial that connects Elvas Avenue to Florin Road in Sacramento County east of State Route 99, and has a center turn lane and curbs, sidewalks and gutters through the Project Area. Power Inn Road is currently being improved to six lanes from Folsom Boulevard to 14<sup>th</sup> Avenue, connecting to Howe Avenue north of Highway 50; it exists as four lanes with a center turn lane from 14<sup>th</sup> Avenue to the Elk Grove city limits, and curbs, gutters and sidewalks are discontinuous through this part of the Project Area.

Folsom Boulevard is a four-lane, east-west arterial that runs roughly parallel to Highway 50. Another important street in the Project Area is Elvas Avenue, which begins at Folsom Boulevard and ends at J Street, parallel to the Union Pacific Railroad (UPRR) tracks that separate the Project Area from California State University at Sacramento (CSUS). A CSUS pedestrian and bicycle tunnel under the UPRR right of way connects Elvas Avenue to Jordan Way on the CSUS campus.

Q Street is a two-lane, east-west collector that extends between 65<sup>th</sup> Street and Redding Avenue/69<sup>th</sup> Street. The University /65<sup>th</sup> Street Light Rail Station is located on Q Street on the east side of 65<sup>th</sup> Street, and experiences significant bus traffic and pedestrian activity due to bus transfers and people accessing the station.

14<sup>th</sup> Avenue is a two to four lane east-west collector that connects Power Inn to 65<sup>th</sup> Street over to Highway 99, and serves mostly residential, commercial and industrial land uses in the area. Hiram Johnson High School is located on 14<sup>th</sup> Avenue between 65<sup>th</sup> Street and Redding Avenue, just

outside the Project Area boundaries. Redding Avenue is a two-lane, north-south collector that runs between 14<sup>th</sup> Street and Q Street. South of Q Street, Redding Avenue has an at-grade crossing with the light rail tracks with standard crossing gates. Between Q Street and San Joaquin Street, Redding Avenue does not connect via cross-streets to 65<sup>th</sup> Street.

Other local collectors include San Joaquin Street, a two-lane east-west collector serving mostly residential traffic that extends east of 65<sup>th</sup> Street and intersects with Redding Avenue and Business Drive west of the UPRR tracks, and Ramona Avenue, which extends from Power Inn Road up through the heavy industrial area east of the UPRR right of way. Some streets in the Project Area are still lacking full street improvements including curbs, gutters, sidewalks, and street lighting.

**EXISTING AND FUTURE TRIP GENERATION**

The proposed Redevelopment Plan would implement projects and programs that would encourage development consistent with the General Plan, as amended over time, by funding incentives, programs and public improvements in the Project Area. This section summarizes data and analyses in the Sacramento City General Plan Update EIR (SGPU EIR), the 65<sup>th</sup> Street Transit Village EIR, and the Southeast Area Transportation Study (SEATS, 1999), as described below.

***Level of Service***

The evaluation of existing roadway conditions focuses on capacity, which reflects the ability of the network to serve the traffic demand and volume. The capacity of a roadway depends primarily on street width, the number of lanes, intersection and access control, and other physical factors. Traffic volumes typically are reported as the daily number of vehicular movements (e.g., passenger vehicles and trucks) in both directions on a segment of roadway, averaged over a full calendar year (AADT) or over a period of less than a year (ADT), and the number of vehicular movements on a road segment during the peak hour. The peak-hour volume on urban arterials typically is approximately 10% of the AADT. These values are useful indicators in determining the magnitude of congestion and other problems.

A level of service (LOS) is a letter designation, ranging from A through F, which describes the range of operating conditions on a particular type of roadway facility. LOS A and B indicate free flow travel, while LOS C indicates stable traffic flow. LOS D indicates the beginning of traffic congestion, while LOS E indicates the nearing of traffic breakdown conditions. LOS F indicates stop-and-go traffic conditions. The City of Sacramento has a current policy to maintain LOS C conditions where possible. This policy is more conservative than other jurisdictions, which may accept LOS D conditions (or LOS E at intersections affected by regional traffic such as freeway ramps).

***Vehicle Counts***

Vehicle counts were made in the Project Area as a part of the SGPU EIR, and future ADT was based on the 2016 growth projections available at the time. The land use data used in the SGPU traffic analysis assumed build-out of all residential and non-residential vacant land in the SGPU area, as well as occupation of vacant dwelling units and building space. These projections have since been updated for the Transit Village Plan, which adopted more intense mixed land uses for the

northwestern portion of the Project Area, and the SEATS area. Existing and future daily traffic volumes were determined for major roads within the Project Area, and the City has identified roadway, bicycle and pedestrian improvements necessary to accommodate future growth in the area. The City’s Traffic Engineering Services Department includes planned improvements in its Transportation Programming Guide as the improvements are identified and prioritized for available funding.

The daily traffic volumes on the existing and proposed circulation system were evaluated as to their ability to operate at acceptable levels of service (LOS) in the SGPU. General Plan buildout is expected to result in average daily traffic on major Project Area roadways as outlined in Table 4.2-1. For comparison purposes, Table 4.2-1 also identifies the most current traffic counts for these road segments provided by the City. All counts except Elvas Avenue remain consistent with the SGPU projections; the current conditions on Elvas remain LOS C or better.

**Table 4.2-1  
General Plan Average Daily Traffic Projections (Before Mitigation)**

<b>Roadway</b>	<b>SGPU 1986 ADT</b>	<b>SGPU LOS</b>	<b>Current Traffic Counts</b>	<b>SGPU 2016 Projected</b>	<b>SGPU 2016 Projected LOS</b>
Elvas Avenue, H St. to Folsom	15,000	A	<b>19,078</b>	18,900	B
Folsom, 60 <sup>th</sup> to Hornet	17,000	B/C	17,228	26,300	D
Folsom, Hornet to Howe	40,000	F	24,997	47,900	F
65 <sup>th</sup> , Folsom to 14 <sup>th</sup>	26,500	D	8,118	45,600	F
Power Inn, SR50 to 21st	34,500	D-F	35,556	40,800	F
14 <sup>th</sup> , 65 <sup>th</sup> to Power Inn	8,000	A	11,254	25,000	D
State Route 50	130,000	B-D	NA	169,000	F

Source: SGPU EIR Section Y; City of Sacramento Public Works Department - <http://www.pwsacramento.com/traffic/trafficcounnts/index.cfm>

Plan level analyses typically are focused on road segment average daily trips, and do not address intersection LOS. The Transit Village Plan was analyzed as a programmatic project level EIR, and intersections, not road segments, were analyzed and mitigated. These mitigation measures, as adopted, will be applicable to activities undertaken to implement the Redevelopment Plan and are considered a part of the project.

Additional land use changes are proposed as part of the 65<sup>th</sup> Street South Area Plan, which is currently undergoing environmental analysis. This plan is considered part of the cumulative environment of the Redevelopment Plan, and any traffic mitigation measures identified with that project could be considered eligible projects consistent with the Redevelopment Plan objectives.

The SEATS Phase I identified specific improvements to reduce congestion at the Power Inn Road/Folsom Boulevard intersection and resulted in a Project Study Report (PSR). Phase II addressed vehicle, pedestrian, and bicycle circulation issues in a broader area which encompasses most of the Project Area, and resulted in the development of a 20-year master plan of transportation

improvements. These improvements are considered part of the cumulative environment of the Redevelopment Plan.

## **PUBLIC TRANSPORTATION**

The baseline public transportation for the Project Area includes bus and commuter rail service. The Sacramento Regional Transit District (RT) is the major transit provider in Sacramento County. RT operates 81 bus routes and 26.9 miles of light rail covering a 418 square-mile service area, 7 days a week, including the Project Area and surrounding communities.

Existing passenger ridership has increased over the past few years with expanded bus services along with regional population and employment growth. The Project Area is located in the proximity of the 65<sup>th</sup> Street Light Rail Station and Bus Transfer Center. Currently, bus routes 26, 36, 76 (serving Folsom Boulevard, and east and west of the Project Area), and 81 (65<sup>th</sup> street), 83 (Power Inn and 14<sup>th</sup> Avenue), and 87 (Elvas Avenue) operate out of the 65<sup>th</sup> Street Bus Transfer Center. Light rail is also available on 15 minute headways, operating in three directions between the downtown Sacramento area, the Watt Avenue and I80 terminal, and South Sacramento. Light rail currently extends along the Highway 50 corridor to the Mather Field station, east of the Project Area, and is being expanded to Sunrise Boulevard in 2004, and to Folsom in 2005.

## **BIKEWAYS**

Bicycle and walking activities rely heavily on the existing roadway system. There are currently no off-street bikeways or pedestrian trails in the Project Area, with the exception of the CSUS bicycle and pedestrian access between CSUS and Elvas Avenue under the Union Pacific Railroad (UPRR). On street bikeways are present on Folsom Boulevard (east of 65<sup>th</sup> Street), Elvas Avenue, Power Inn Road south of 14<sup>th</sup> Avenue (under construction north of 14<sup>th</sup> Avenue), and are proposed on 65<sup>th</sup> Street, Redding Avenue, 14<sup>th</sup> Avenue, Ramona Avenue and Cucamonga Avenue. Off street bikeways are proposed in the City/County Bikeway Master Plan for off the southern end of Ramona Avenue, and extending between Ramona Avenue and 65<sup>th</sup> Street through an area north of San Joaquin Street (Figure 4.2-1). Pedestrian sidewalks exist on most of the major Project Area roadways; however, sidewalks are not present on several roadways such as Redding Avenue.

## **PROGRAMMED IMPROVEMENTS**

All the transportation improvement projects identified in the 65<sup>th</sup> Street Redevelopment Plan Preliminary Report have been previously identified by the City as needed public improvements for the Project Area. These projects were identified and assessed in the 65<sup>th</sup> Street Transit Village Project Draft EIR (December 2001), and outlined in the 65<sup>th</sup> Street / University Transit Village Infrastructure Needs Assessment, as well as the City's 2003-2008 Capital Improvement Program and the Transportation Programming Guide 2002 to 2004 priority lists. The Redevelopment Agency may assist in the funding of these projects, as follows:

- A. Folsom Boulevard Intersection and Roadway Improvements
  1. Folsom (61<sup>st</sup>-63<sup>rd</sup>)
  2. Folsom (63<sup>rd</sup>-65<sup>th</sup>)
  3. Folsom (65<sup>th</sup>-67<sup>th</sup>)

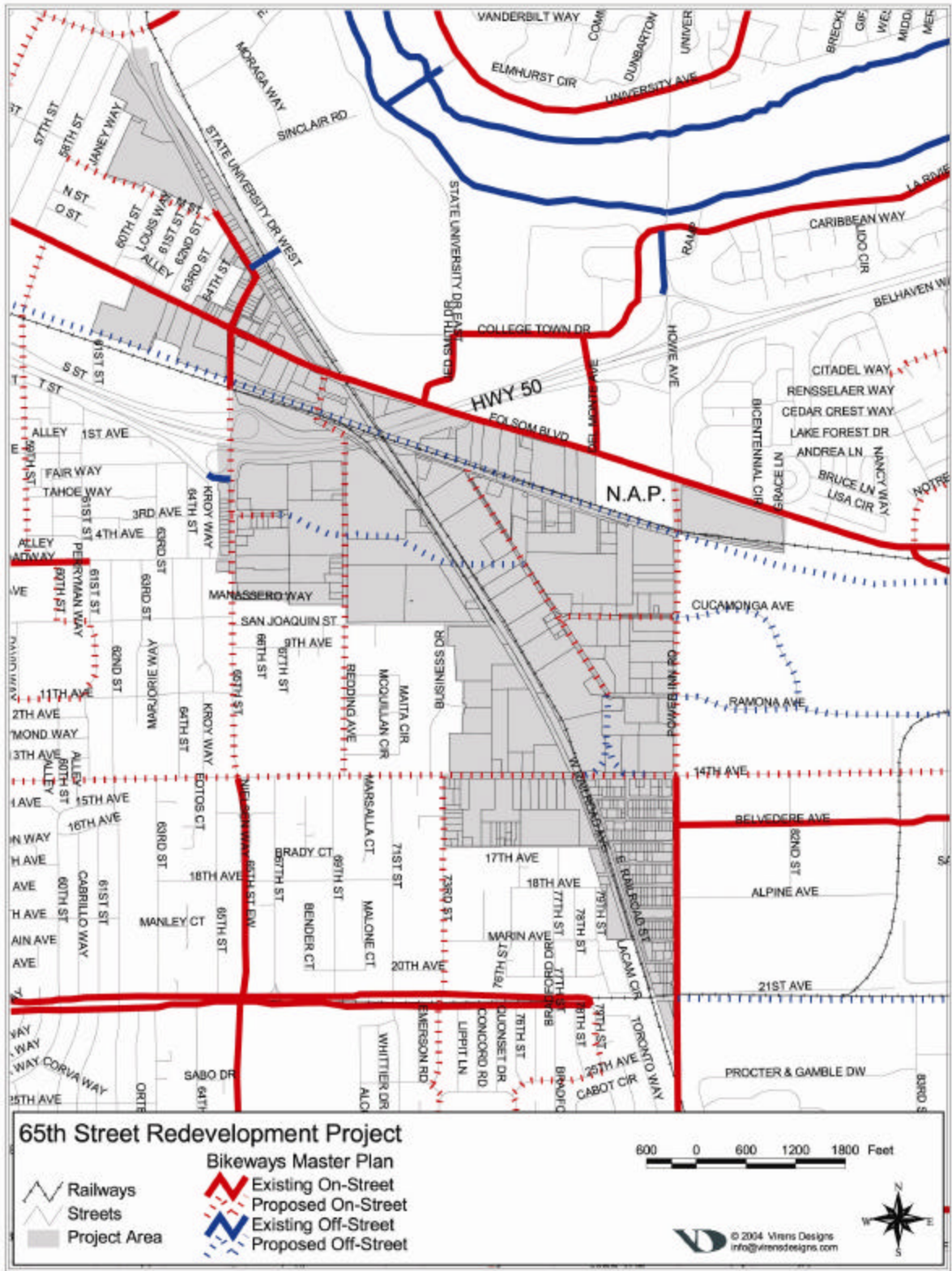


Figure 4.2-1  
 Project Area Bikeways-Existing and Planned

- B. 65<sup>th</sup> Street Intersection and Roadway Improvements
  - 1. 65<sup>th</sup> Street (Elvas to Folsom)
  - 2. 65<sup>th</sup> Street (Folsom to US-50)
  - 3. 65<sup>th</sup> Street (US-50 to 4th)
  - 4. US-50 Westbound Off-Ramp improvements
- C. Elvas Avenue Intersection and Roadway/Streetscape Improvements
  - 1. Elvas (65<sup>th</sup> to Folsom)
  - 2. Elvas (62<sup>nd</sup> to 65<sup>th</sup>)
- D. Intersection Signalization
  - 1. 63<sup>rd</sup> and Folsom
  - 2. 65<sup>th</sup> and Folsom
  - 3. 67<sup>th</sup> and Folsom
  - 4. 65<sup>th</sup> and US-50 Westbound Off Ramp

The City adopted a Transportation Programming Guide in 2002, which is a comprehensive document that outlines the City of Sacramento's current and future transportation needs, and has issued the Draft 2004 Ranked and Scored Lists. In addition to the projects mentioned above, transportation improvements have been identified in the Project Area that could be assisted with redevelopment funds, as identified in Table 4.2-1, below.

**Table 4.2-2  
Listed Projects in City's Transportation Programming Guides, 2002 - 2004**

Type of Project	Project	Program Year(s)	Description
Developer Street Improvements	65 <sup>th</sup> St from 14th Ave to US 50 EB ramps	2002	Construct 3rd NB through lane on 65 <sup>th</sup> US 50 EB ramps/65 <sup>th</sup> - construct second EB right turn lane 65 <sup>th</sup> /Broadway - construct exclusive EB left turn lane. 65 <sup>th</sup> /Folsom intersection - add exclusive NB right turn lane and add exclusive WB left turn lane.
Streetscape	Folsom Blvd (Howe Ave to Watt Ave)	2002/04	Streetscape
	65 <sup>th</sup> St (Folsom Blvd to Hwy 50)	2002/04	Part of 65 <sup>th</sup> St Transit Village Project
	65 <sup>th</sup> St (Hwy 50 to Broadway)	2002/04	
	Folsom Blvd (33 <sup>rd</sup> to Howe Ave)	2002/04	Streetscape improvements Add sidewalks, shade trees, medians, and textured pavement.
	Elvas Ave (56 <sup>th</sup> - 65 <sup>th</sup> St)	2002/04	
	65 <sup>th</sup> St (Broadway to City Limits)	2002/04	Intersection streetscape improvements
	Power Inn Rd (Hwy 50 - City Limits)	2002/04	Streetscape improvements
	Broadway/65 <sup>th</sup> Street	2002	

On-Street Bikeways	65 <sup>th</sup> St, between Q St and 14 <sup>th</sup> Ave	2002/04	
	Redding Ave, between 14 <sup>th</sup> Ave and Folsom Blvd.	2002/04	
Off-Street Bikeways	Folsom LRT Trail East, 65 <sup>th</sup> St to Watt Ave	2002/04	Bike trail along the Folsom light rail line, distance of 2.73 miles.
	Folsom LRT Trail West, Alhambra to 65 <sup>th</sup> St	2002/04	Bike trail along the Folsom light rail line, distance of 2.37 miles.
Bike/Ped Bridge	Bridge at Redding to Folsom	2002/04	Provides Bike/Ped connection under the railroad mainline connection Redding Ave to Folsom Blvd.
Speed Hump	63 <sup>rd</sup> St, Elvas Ave to Folsom Blvd	2002	
Traffic Signals	Power Inn Rd/Belvedere Ave	2002/04	
	Power Inn Rd / Alpine Ave	2002/04	
	65 <sup>th</sup> St / 4 <sup>th</sup> Ave	2002/04	
	14 <sup>th</sup> Ave / 73 <sup>rd</sup> St	2002/04	
Major Street Projects	Folsom Blvd widening, 65 <sup>th</sup> St - Power Inn Rd	2002/04	Widen Folsom Blvd to 4 lanes and a two-way left turn between Power Inn Rd and 65 <sup>th</sup> St
	4 <sup>th</sup> Ave extension, 65 <sup>th</sup> St - Ramona Ave	2002/04	Extend 4 <sup>th</sup> Ave from 65 <sup>th</sup> St to Ramona Ave
	Power Inn widening, 14 <sup>th</sup> Ave to Fruitridge Rd	2002/04	Widen Power Inn Rd from 4 lanes to 6 lanes, with bike lanes and sidewalks on both sides.

The Metropolitan Transportation Plan for 2025 (MTP) developed by the Sacramento Area Council of Governments also identifies regional transportation problems and proposed solutions for the counties of Sacramento, Sutter, Yolo, and Yuba and all of the cities therein, and the cities of Lincoln, Rocklin, and Roseville in Placer County. The MTP sets policies to guide transportation decisions, proposes a program of capital, operational, and management improvements needed by 2025 in the region, and recommends a package of revenue increases to fund the proposed program. Highway 50 through the Project Area is programmed for additional car pool lanes by 2015.

## 4.2.2 ENVIRONMENTAL IMPACTS

### METHODOLOGY

Changes in circumstances since the Sacramento General Plan Update EIR (1986) and the 65<sup>th</sup> Street Transit Village EIR (2002) were adopted were considered against anticipated traffic conditions in the Project Area. The effect of implementation activities on existing and planned pedestrian and transit services is also analyzed at a programmatic level. Since the Redevelopment Plan does not propose to intensify land uses beyond those planned for in the City General Plan, or to develop specific traffic generating projects in the Project Area, a quantitative analysis of intersection-specific traffic impacts due to Redevelopment Plan implementation in the context of this programmatic EIR was not warranted.

**THRESHOLDS OF SIGNIFICANCE**

Impacts to the roadway system are considered significant if redevelopment activities would result in development that could cause a significant increase in projected average daily traffic volumes over current conditions or beyond those anticipated in the SGPU.

**IMPACTS OF THE PROPOSED PROJECT**

**Impact 4.2-1 Traffic Increases in the Project Area**

The Project Area is located in the middle of a built-out, primarily industrial/commercial area east of downtown Sacramento. Little new development has been occurring within the Project Area and in the surrounding vicinity except in the Granite Park development area immediately east of the Project Area. Power Inn Road abuts both the Granite Park development area and the Project Area, and this roadway is currently being improved to six lanes to accommodate the Granite project and cumulative traffic; other traffic and circulation improvements identified for the Granite project are included in Table 4.2-2, above. The static nature of the project vicinity is notable by the number of redevelopment project areas surrounding the Project Area – the Sacramento Army Depot Redevelopment Area immediately south, and the Oak Park and Stockton Boulevard Redevelopment areas to the west.

The Redevelopment Plan is intended to remove existing barriers to planned development. Much of the traffic increase anticipated for Project Area roadways would result from the development of the Transit Village in the northwest portion of the Project Area, and infill industrial land uses east of Redding Avenue. The City has identified the transportation projects necessary to accommodate this anticipated development in the Project Area and vicinity, through the SEATS and Transit Village Plan analyses.

Highway 50, located along the northern boundary of the Project Area, is projected to experience significant congestion due to regional growth. The Project Area’s contribution to this congestion over the life of the Redevelopment Plan would be minor. Ramp improvements were adopted as mitigation measures for the Transit Village Plan, and will be constructed as conditions warrant. The City of Sacramento adopted a Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update for cumulative traffic impacts to Highway 50.

The Redevelopment Plan must be consistent with the City’s General Plan. The General Plan traffic studies, as amended with the Transit Village Plan and SEATS, assume total buildout by 2016, and cumulative traffic projections and City capital improvement plans reflect this assumption. Localized circulation impacts not addressed at the General Plan level would be addressed on a project specific level, and any decreases in level of service related to specific developments will be required to be mitigated consistent with City policy.

The proposed 65<sup>th</sup> Street Redevelopment Plan falls within the scope of the SGPU Program EIR and the findings adopted for the City’s General Plan Update, and the 65<sup>th</sup> Street/University Transit Village General Plan amendment EIR and the findings adopted for that amendment, and will not result in any significant impacts over and above those previously analyzed. Significant and unavoidable adverse impacts were identified in findings for the Transit Village Plan, as follows:

- 59<sup>th</sup> and Folsom Boulevard intersection in the a.m. and p.m. peak hours
- 65<sup>th</sup> Street and Folsom Boulevard intersection in the a.m. and p.m. peak hours
- 67<sup>th</sup> Street and Folsom Boulevard intersection in the a.m. and p.m. peak hours
- 65<sup>th</sup> Street and Q Street intersection in the p.m. peak hour
- 65<sup>th</sup> Street and Broadway intersection in the a.m. and p.m. peak hours
- 65<sup>th</sup> Street and San Joaquin Street intersection in the p.m. peak hour
- 65<sup>th</sup> Street and 14<sup>th</sup> Avenue intersection in the a.m. and p.m. peak hours
- Freeway ramps and mainline

All other land use and zoning in the Project Area is consistent with the 1988 SGPU land use designations and no new development or impacts beyond those identified in the SGPU EIR and Transit Village Plan EIR are anticipated as barriers to General Plan buildout are removed by redevelopment activities. The Redevelopment Plan would provide tax increment funding for infrastructure projects that would minimize the impact of planned development consistent with adopted plans, as identified in the SEATS and Draft 65<sup>th</sup> Street/University Transit Village Infrastructure Needs Assessment (October, 2003). However, the Redevelopment Plan would remove barriers to development and encourage General Plan buildout in the Project Area, and be an indirect contributor to these identified impacts. This would be a **significant impact**.

### ***Mitigation Measures***

The City monitors roadway conditions and determines when improvements are warranted per City standards and criteria, and includes such improvements in their Capital Improvements Program as appropriate. As site specific development proposals are identified and submitted to the City for permits, the City has procedures and requirements in place to analyze operational impacts and imposed mitigation measures as required. No other mitigation measures are available at the programmatic level.

### ***Significance after Mitigation***

The SGPU and Transit Village EIRs adopted findings that determined that buildout of the designated land uses would result in significant and unavoidable cumulative impacts on the roadway system in the Project Area. The proposed 65<sup>th</sup> Street Redevelopment Plan would remove barriers to growth and encourage General Plan buildout in the Project Area, and be an indirect contributor to these identified impacts. The impact on transportation remains **significant and unavoidable**.

### **Impact 4.2-2 Project Effects on Pedestrian and Transit Access and Operations**

Current conditions in the Project Area include unimproved, narrow roadways and unaligned streets. The Redevelopment Plan includes projects and programs that would improve roads by providing sidewalks, bike routes and streetscape improvements to enhance pedestrian access and cyclist safety.

As development occurs in the Project Area, there would be an increased demand for transit and bicycle facilities. All new commercial, industrial and multi-family development in the Project Area

will be required to undergo review by the Design Review/Preservation Board to ensure compliance with local zoning and design criteria, and that adequate parking, transit and bicycle facilities are provided.

The Project Area is currently served by several alternative transportation modes, as noted above. Light Rail Transit runs east and west through the Project Area along Folsom Boulevard, and six bus routes serve portions of the Project Area. The Redevelopment Plan is projected to have a beneficial impact on bicycle and pedestrian facilities within the Project Area by assisting in the construction of the bikeway and pedestrian enhancements identified in the project description and in Table 4.2-1, above, and would not interfere with the planned bikeways shown in the Sacramento City/County 2010 Bicycle Master Plan (September 1992, as amended). The 65<sup>th</sup> Street Transit Village Plan would connect gaps that currently exist in the bicycle facilities, and the Redevelopment Plan would assist in such infrastructure improvements, resulting in a beneficial impact.

As development occurs in the Project Area, site design and infrastructure improvement projects will be subject to review by the City's Public Works Department and the Design Review and Preservation Board. All city departments, including fire and police, review the site design to ensure safe and adequate access. The Redevelopment Plan would have a **less than significant** impact on pedestrian/cyclist safety and access to transit facilities.

#### **Mitigation Measures**

None required.

### **4.3 REFERENCES – TRANSPORTATION / TRAFFIC**

- *Approved Capital Improvement Program*, City of Sacramento, 2003-2008.
- *Draft and Final Environmental Impact Report, City of Sacramento General Plan Update*, City of Sacramento, Draft EIR is dated March 2, 1987 and Final EIR is dated September 30, 1987.
- *Draft Final Report for the 65<sup>th</sup> Street/University Transit Village Infrastructure Needs Assessment*, City of Sacramento, October 13, 2003.
- *65<sup>th</sup> Street Transit Village Project Draft Environmental Impact Report, City of Sacramento, December 2001.*
- *South 65<sup>th</sup> Street Area Plan, Initial Study, November 2003*
- *Metropolitan Transportation Plan for 2025*, Sacramento Area Council of Governments, <http://sacog.org/mtp/mtp2025.htm>
- Sacramento Regional Transit, Routes and Schedules, [http://www.sacrt.com/Service\\_Info/service\\_info.html](http://www.sacrt.com/Service_Info/service_info.html)
- *Sacramento 2010 Bikeway Master Plan*, County and City of Sacramento, [http://www.bikewaymap.com/county\\_directions.html](http://www.bikewaymap.com/county_directions.html)

- *Southeast Area Transportation Study*, City of Sacramento, 1999.
- *Traffic Counts*, City of Sacramento Public Works Department,  
<http://www.pwsacramento.com/traffic/trafficcounts/index.cfm#links>
- *Year 2002 Transportation Programming Guide*, City of Sacramento,  
<http://www.pwsacramento.com/traffic/guide.html>