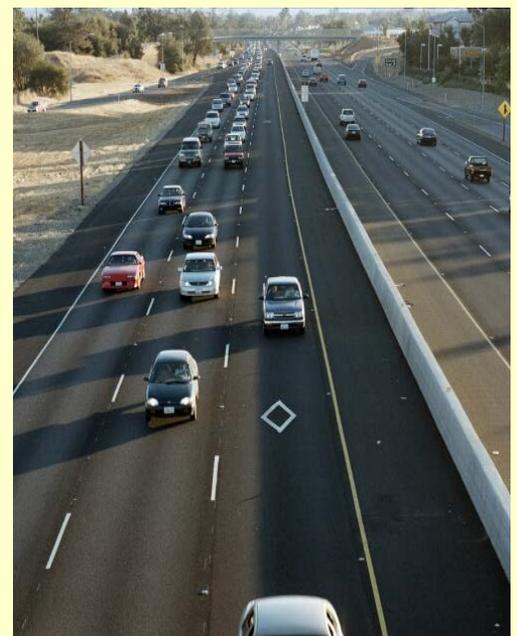


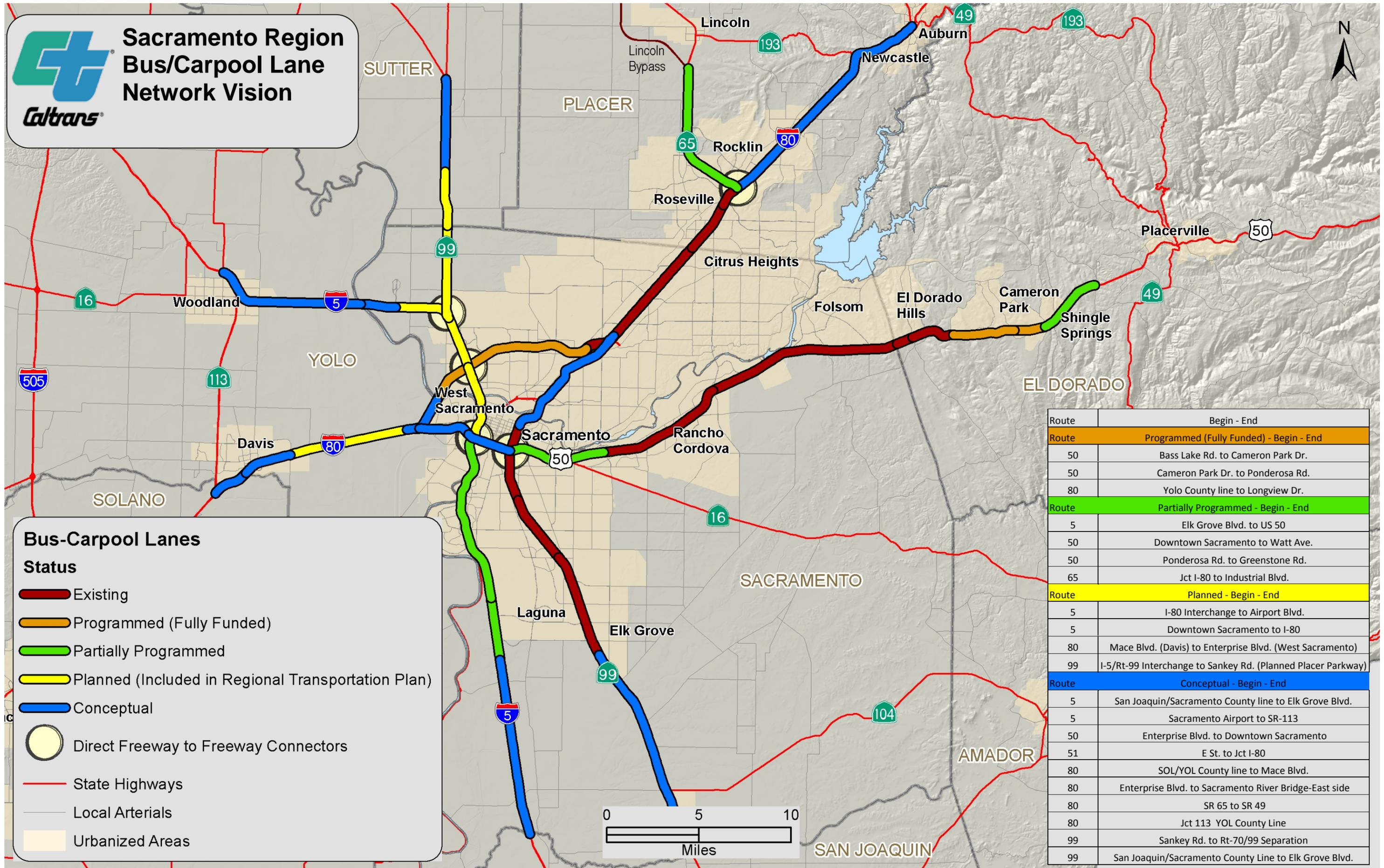


Sacramento Region Bus/Carpool Lane Network Vision





Sacramento Region Bus/Carpool Lane Network Vision



Bus-Carpool Lanes

Status

- Existing
- Programmed (Fully Funded)
- Partially Programmed
- Planned (Included in Regional Transportation Plan)
- Conceptual
- Direct Freeway to Freeway Connectors
- State Highways
- Local Arterials
- Urbanized Areas

Route	Begin - End
Route Programmed (Fully Funded) - Begin - End	
50	Bass Lake Rd. to Cameron Park Dr.
50	Cameron Park Dr. to Ponderosa Rd.
80	Yolo County line to Longview Dr.
Route Partially Programmed - Begin - End	
5	Elk Grove Blvd. to US 50
50	Downtown Sacramento to Watt Ave.
50	Ponderosa Rd. to Greenstone Rd.
65	Jct I-80 to Industrial Blvd.
Route Planned - Begin - End	
5	I-80 Interchange to Airport Blvd.
5	Downtown Sacramento to I-80
80	Mace Blvd. (Davis) to Enterprise Blvd. (West Sacramento)
99	I-5/Rt-99 Interchange to Sankey Rd. (Planned Placer Parkway)
Route Conceptual - Begin - End	
5	San Joaquin/Sacramento County line to Elk Grove Blvd.
5	Sacramento Airport to SR-113
50	Enterprise Blvd. to Downtown Sacramento
51	E St. to Jct I-80
80	SOL/YOL County line to Mace Blvd.
80	Enterprise Blvd. to Sacramento River Bridge-East side
80	SR 65 to SR 49
80	Jct 113 YOL County Line
99	Sankey Rd. to Rt-70/99 Separation
99	San Joaquin/Sacramento County Line to Elk Grove Blvd.



Sacramento Region Bus/Carpool Lane Network Vision

Bus/Carpool Lanes, also known as High-Occupancy Vehicle (HOV) lanes, are a critical element in reducing traffic congestion and maintaining mobility throughout the Sacramento region. Freeway HOV lanes move more people in fewer vehicles than a mixed flow lane.

In the Sacramento region, the vision of the HOV network is to have HOV lanes on all freeways, as well as HOV bypass on-ramp lanes and direct freeway -to- freeway HOV connectors at major interchanges for seamless HOV travel opportunities.

HOV lanes are designed to maximize the number of people traveling in a corridor while minimizing the number of vehicles. HOV lanes limit the number of vehicles traveling along a corridor by requiring a minimum number of passengers per vehicle during specific peak travel times. The hours of operation of the HOV lanes also vary depending on the needs of the local areas. In the Sacramento region, HOV lanes currently require a minimum of two occupants between the hours of 6:00 AM to 10:00 AM and 3:00 PM to 7:00 PM, Monday thru Friday.

The HOV lanes are less congested than mixed flow lanes and the increased travel speeds and time savings provide incentives for commuters to carpool and use transit instead of driving single-occupant vehicles. Other benefits of the HOV system are fewer vehicle emissions, less energy and fuel consumption and improved safety throughout the system. Study data has shown that the HOV lanes in Sacramento are very successful:

- ♦ Compared to adjoining lanes, HOV lanes in the Sacramento Area move 23-44% of the people on the freeway, while using only 13-27% of the total vehicle volume:
- ♦ HOV users in the Sacramento area save an average of 10 minutes during the peak commute hour, when compared with users of mixed flow lanes.
- ♦ Transit buses regularly use the HOV lanes during the commute periods.

The Vision for the Bus/Carpool Network will take many years to implement. Caltrans will continue to work with its local and regional partners to plan, program, and construct individual segments. The Regional Transportation Plans for the Sacramento Area Council of Governments, Placer County Transportation Planning Agency, and the El Dorado County Transportation Commission already include key segments for which project development activities should begin quickly to ensure the region is prepared to take advantage of any upcoming transportation funding opportunities.