



PLACER + SACRAMENTO action plan

APPENDIX: VMT ANALYSIS



PLACER-SACRAMENTO GATEWAY PLAN

VMT Analysis

This memorandum summarizes the results of the vehicle miles traveled (VMT) screening analysis conducted for the high priority projects identified in the Placer-Sacramento Action Plan (PSAP). The purpose of this analysis is to provide information regarding anticipated changes to VMT associated with each PSAP high priority project to assist the project team with further project prioritization.

For projects that would include changes to the roadway network (e.g., new/removed roadway segment, increase/decrease to roadway capacity, etc.), Fehr & Peers utilized the SACOG SACSIM19 travel demand model, the SACOG SACMET travel demand model, and the City of Roseville travel demand model to estimate changes to VMT that would result from each project. The specific travel demand model applied for each project varied depending on the type/location of each project.

For transit and active transportation projects that could not be modeled in the aforementioned travel demand models, Fehr & Peers used off-model methods to estimate anticipated changes to VMT that would result from each project. The off-model methods generally entailed examining previously prepared ridership/user estimates for each project, estimating the percentage of those new riders/users that would shift from vehicle travel, and estimating the trip length of those associated vehicle trips to estimate the resulting changes to VMT for each project.

Some high priority projects would not result in changes to the transportation system such that material changes to VMT would occur. Also, several bus rapid transit (BRT) projects (e.g., Sunrise BRT) lack sufficient information at this time (e.g., frequency, stop location, etc.) to estimate VMT changes.

The results of this VMT screening analysis are presented in Table 1.



» Table 1: Estimated Changes to Daily VMT - PSAP High Priority Projects

Project Title	Daily VMT Change	Model
State Route 51 (Capital City) Corridor Improvements: J St to Arden	+56,656	SACSIM
Capital City Freeway (SR 51) widening over the American River		
SR 51/Arden Way Interchange		
I-80 ICM A	N/A	N/A
Ramp Meters Projects – I-80, SR 51, SR 65	N/A	N/A
Sacramento to Roseville Third Main Track - Phase 1	-1,854	SACSIM
Auburn-Folsom Regional Roadway Resurfacing	+<100	N/A
Lincoln Boulevard Widening A – SR-65 to Twelve Bridges Drive	-1,242	Roseville Model
Sunrise BRT	N/A	N/A
Transit Centers	N/A	N/A
Lincoln Boulevard Widening B – Twelve Bridges Drive to Athens Blvd.	-3,866	Roseville Model
Rocklin Road/I-80 Interchange	-3,186	Roseville Model
Sunset Boulevard Widening – Stanford Ranch Road to Pacific Street	+2,110	Roseville Model
Roseville Parkway Extension Multi-use Path	-150	N/A
Dry Creek Greenway Trail, Phase 2	+<100	N/A
Watt Avenue Widening – Roseville Road to Peacekeeper Way	+10,329	SACMET
Placer County - Bus Rapid Transit O&M	N/A	N/A
Placer County - Bus Rapid Transit Capital	N/A	N/A
Bell Road at I-80 Roundabouts Project	-1,946	Roseville Model
Placer Parkway Phase 1	+1,490	Roseville Model
Express Lanes Phase 1 - I-80 (Sacramento River to SR 65)	+2,060	SACSIM
Express Lanes Phase 2 - I-80 (Kidwell Road to Sacramento River)	+29,141	SACSIM
Express Lanes Phase 3 - SR-65 (I-80 to Lincoln Blvd)	+4,176	SACSIM

Project Title	Daily VMT Change	Model
Watt Avenue BRT	-7,522	N/A
Hazel Avenue BRT	N/A	N/A
Sacramento Intermodal Transportation Facility - Phase 3: SVS Bus and Mobility Center	N/A	N/A
Sacramento Intermodal Transportation Facility - Phase 3: SVS-3 Freeway Access Improvements	-43,953	SACMET
Central City Specific Plan Multi-modal improvements: Broadway (24th to 29th) Complete Street and Central Broadway (29th to MLK) Complete Street	+7,176	SACMET

Source: SACOG SACSIM19, SACOG SACMET, City of Roseville Travel Demand Model, Fehr & Peers, 2022.