



Downtown/Natomas/Airport Transit Alternatives Analysis - Improving Access Between Downtown, South Natomas, North Natomas and the Sacramento International Airport

Regional Transit (RT) is examining public transportation improvements in the South and North Natomas areas of Sacramento, from downtown Sacramento to the Sacramento International Airport. The Downtown/Natomas/Airport (DNA) Transit Alternatives Analysis will include a Draft Environmental Impact Statement and Report, and will consider a variety of transit technologies on a number of different alignments in the corridor. Community input and the results from technical studies will be used to identify a locally preferred alternative for new public transportation services in the corridor.

Why is this study taking place?

The Sacramento metropolitan area is growing rapidly and the DNA Corridor is one of the fastest growing areas in the region. By 2025 the population within the corridor will more than double from 44,000 to nearly 106,000 residents. Employment in the corridor is also expected to grow significantly, from 26,000 to 58,000 jobs.

Where would a new transit service operate?

Several alignments are being examined to serve the corridor, including a transit guideway along or on Interstates 5 and 80, Truxel Road, the Western Area Power Administration right-of-way, and Northgate Boulevard. All alignments will also have to cross the American River and several options are under consideration including using existing bridges that cross the river, locating a new structure adjacent to an existing bridge to minimize a new visual impact, or constructing a new bridge in a different location.

What type of Transit Technology may be used?

Technologies being considered include improving bus service with buses similar to those currently in use, and light rail transit (LRT). Bus service improvement may include anything from low cost measures to speed buses through congested intersections, to establishing a bus rapid transit system with exclusive lanes for buses that allow fast, express bus service. Other bus improvements, such as constructing High-Occupancy Vehicle lanes on major corridor freeways, are also being considered in conjunction with the LRT improvements.

For More Information

(916) 930-1192
www.DNArt.org



David M. Melko
Policy and Program
Manager

Sacramento Regional
Transit District
P.O. Box 2110
Sacramento, CA
95812-2110

dmelko@sacrt.com

Nikole Pock
Project Manager for
Community Relations

The Hoyt Company
660 J Street, Suite 444
Sacramento, CA 95814
(916) 448-2440

DNA@thehoytco.com

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What is being considered in the Study?

The study will examine environmental impacts of the proposed alternatives and potential changes to the physical environment (such as biological resources, noise and vibration and aesthetics); and the social environment (such as land use, development and social equity). The study will also develop capital costs; operating and maintenance costs; traffic impacts within the corridor; and ridership projections.

What is the project schedule?

The study effort commenced in October 2001 and is expected to last 18 months, ending in April 2003.

Who is involved in the study?

A variety of community and environmental groups are involved in the study process. To date meetings have been held with groups such as the residents of Alkali Flat, ECOS, the Downtown Partnership, the Natomas TMA's and the North Natomas Alliance. RT has also convened a Citizens Review Panel and Technical Review Panel to provide input throughout the study process.

How do I get Involved?

For more information, check out the project website at www.DNArt.org. You can also call the project hotline (916) 930-1192 for information or leave a message for project staff. To get involved, you may contact Nikole Pock at The Hoyt Company to have your name added to the project mailing list. Questions and feedback can be directed to Nikole Pock or the RT Project Manager, David Melko.

SCHEDULE

Public Involvement	_____	Ongoing	_____
Refinement of Alternatives	_____	August 31, 2002	
Ridership Forecasting	_____	August 31, 2002	
Cost Estimating	_____	Capital — July 15, 2002	
		Ops. & Maint.— August 31, 2002	
Environmental Assessment	_____	September 30, 2002	
Financial Analysis & Evaluation of Alternatives	_____	August 31, 2002	
Produce Environmental Impact Statement/Report	_____	November 15, 2002	
Select Locally Preferred Alternative	_____	January 15, 2003	