



CapCity Corridor

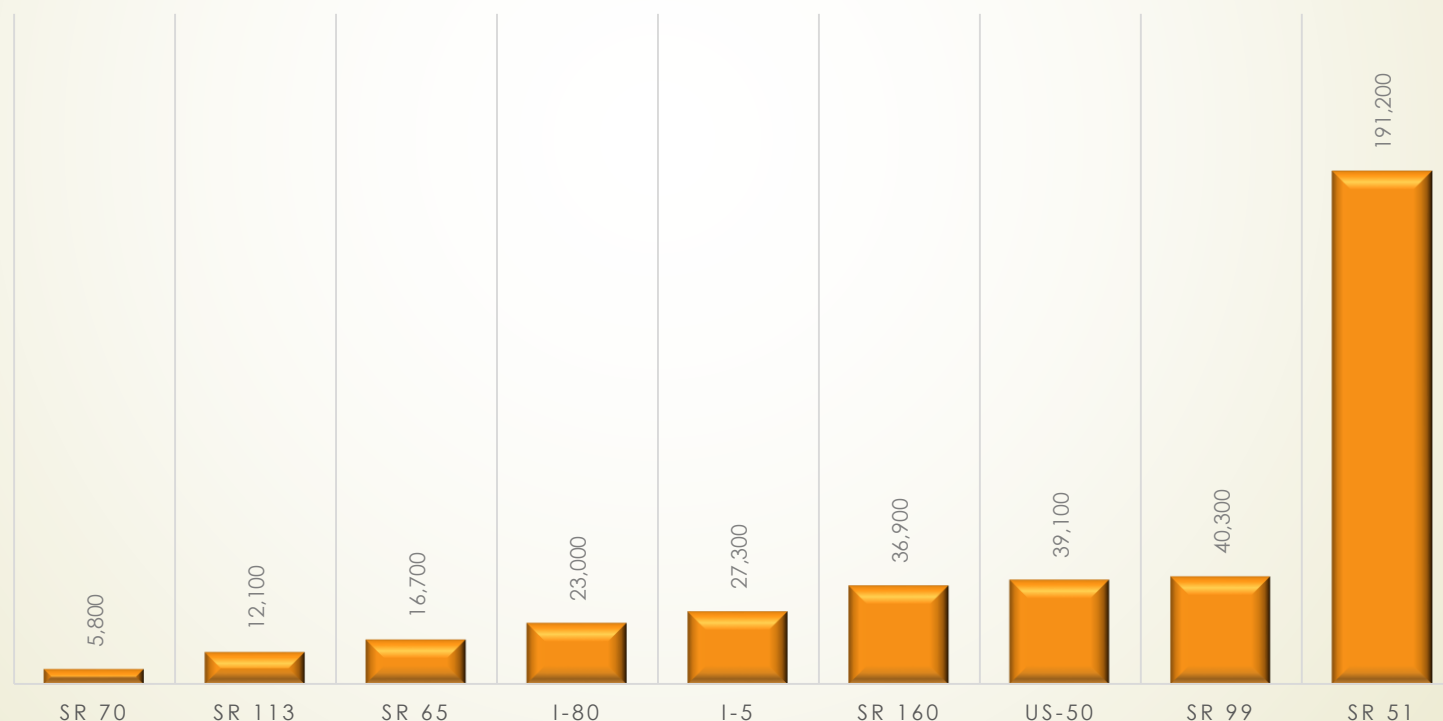
History and Milestones



We needed to look beyond “business as usual” and become much more inclusive in our partnerships and multi-modal in our planning efforts.

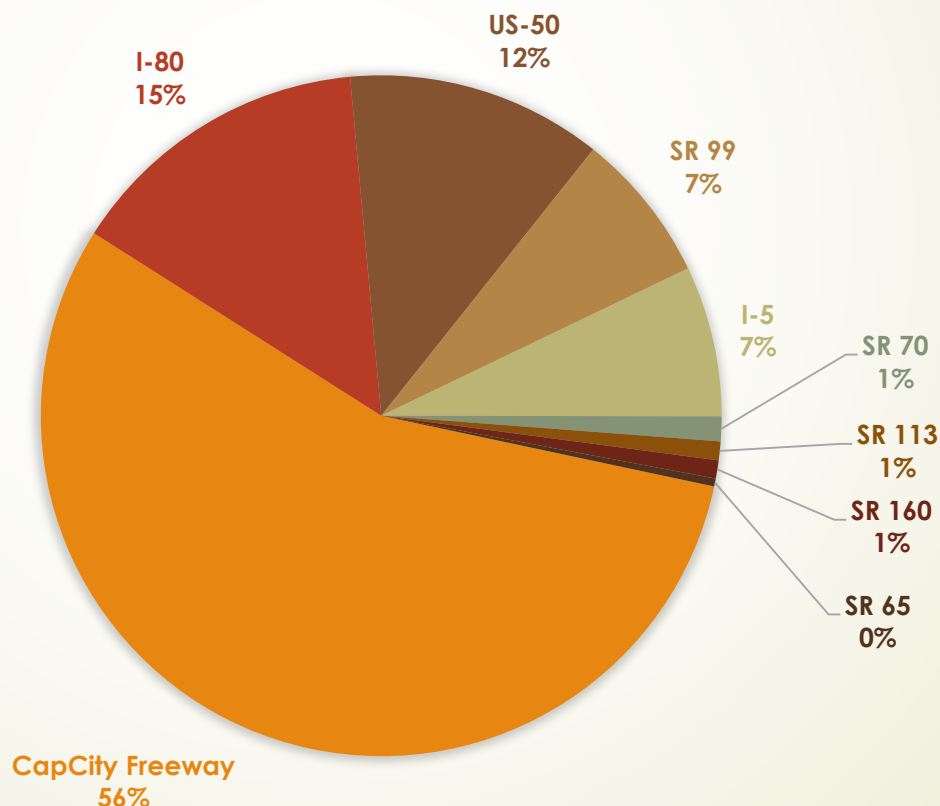
Corridor Problems Vehicle Hours of Delay per Mile

There were approximately 191,200 annual vehicle hours of *delay in 2009 for both directions on the corridor.



Corridor Problems Incidents per mile

The CapCity freeway has more incidents than all other freeways combined.

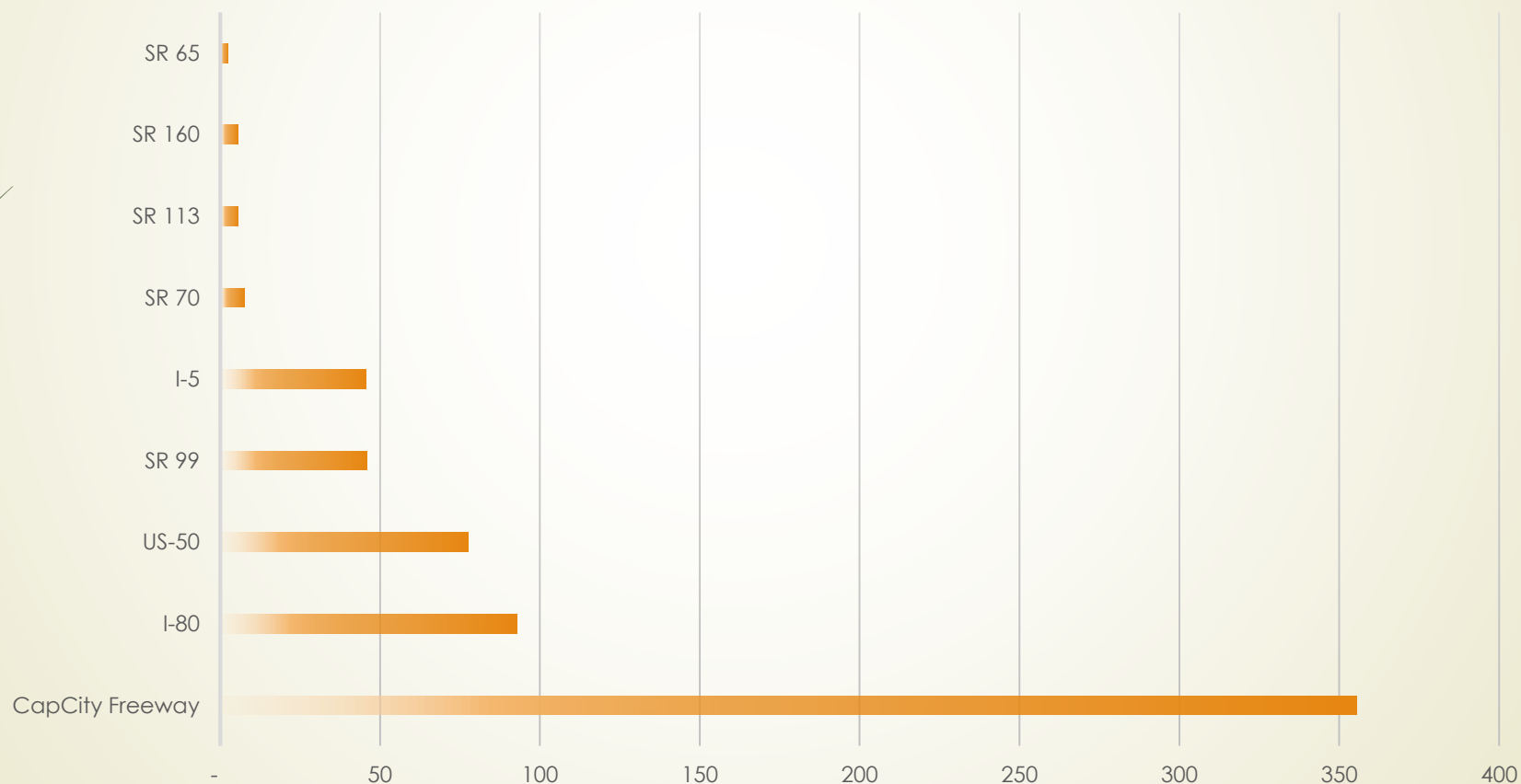




Corridor Problems



INCIDENTS PER MILE



Caltrans Freeway Operations-2015 CHP Data



Corridor Study began with Preliminary Investigation Study working group which included:

- The City of Sacramento
- The County of Sacramento
- SACOG
- SacRT
- Sacramento Metropolitan Air Quality Management District
- WALKSacramento
- Sacramento Area Bicycle Advocates

Who are our partners?



Our partners requested a larger consideration of the other modes along the corridor. Caltrans needed to be more multi modal and expand its transportation options to better fit the corridor needs

Not just roads and bridges



Caltrans Project Scoping Document



J Street (PM 1.05) to just past Arden Way (PM 4.4)

1 MULTI-MODAL IMPROVEMENTS

- Bus/Carpool lanes
- Add two Bus/Carpool lanes from J Street to just past Arden Way

2 OPERATIONAL IMPROVEMENTS

Transition and auxiliary lanes

- Add new auxiliary lanes from E St. on-ramp to Exposition Blvd off-ramp in the northbound direction and from Exposition Blvd on-ramp to E St. off-ramp in the southbound direction.
- Add additional transition/auxiliary lanes at various locations between J Street and Arden Way

3 TRANSIT ENHANCEMENTS

- Transit to use Bus on Shoulder (BOS) System
- Widen shoulders to 12 feet to accommodate Part Time Shoulder Use by transit.

4 AMERICAN RIVER BRIDGE

Widen the American River Bridge

- Add 2 Bus/Carpool lanes
- Add Class 4 bike path adjacent to the NB lanes to provide a north-south connection for bicyclists and pedestrians between the City of Sacramento street network and the American River Bike Trail.

5 BRIDGE MODIFICATION

Bridge modifications, improvements or replacements for:

- Cal Expo Undercrossing
- State Route 51 at State Route 160
- Replace or modify several overhead bridge structures to accommodate the widening of the mainline including:
 - B St Underpass,
 - A St. Overcrossing,
 - Elvas Underpass, and
 - Exposition Blvd Overcrossing.

6 INTERCHANGE ENHANCEMENT

Modify Arden Way Interchange

- New Bus/Carpool lane Flyover structure will be constructed over Arden Way.
- Modification/realignment of the Arden Way interchange ramps may be needed for operational improvements.
- Upgrade Arden Way to improve bicycle and pedestrian access across SR 51.

7 ITS ELEMENTS

Add ITS elements to CapCity corridor

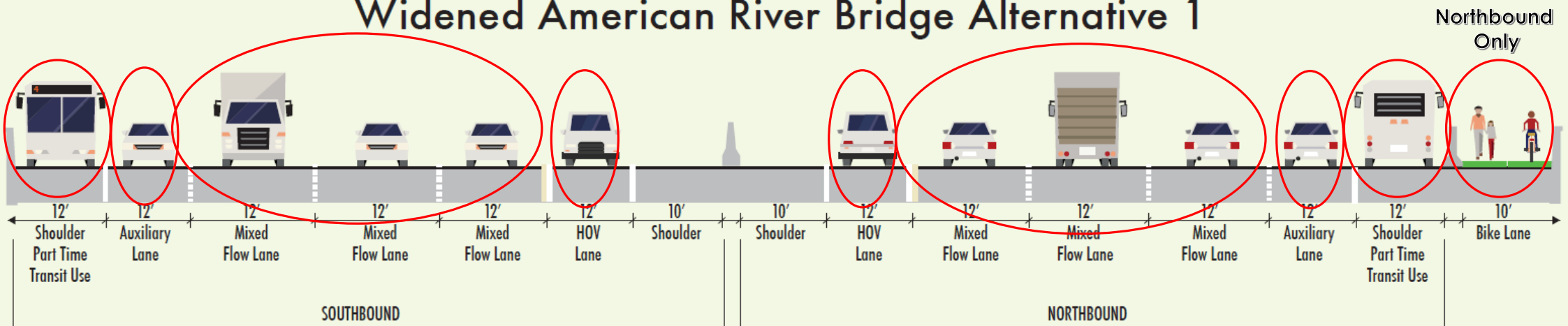
Install or upgrade ITS/TOS elements such as ramp meters where needed

8 INFRASTRUCTURE AND BIKE/PED SAFETY IMPROVEMENTS

Upgrade sidewalks and pathways at Exposition Blvd.

Proposed Cross-Section

Widened American River Bridge Alternative 1





Prior to public outreach campaign, Caltrans began an extensive “inreach” effort to gain a better understanding of the traffic and connectivity issues from our partners and a multi-modal perspective



Outreach follows Inreach



This multimodal approach includes enhancements to the transit system as well as improved connectivity to the bike/ped system, improved bike and pedestrian safety and efficiency enhancements to our on and off ramps.

Multimodal Approach



- The emerging work product reflects true collaboration beginning with Caltrans listening carefully to interests and concerns of our partners.
- No single mode of transportation or single agency will solve this, or any other system-wide transportation problem.
- Rather it takes a concerted, cooperative, multi-modal and multi-agency effort to make the entire system operate as efficiently as possible.



True Collaboration

Projects identified on this map are in the planning phase. The projects have been developed through the analysis of transportation and land use data, community needs, and coordination between the transportation agencies. Project construction is dependent on funding. As funds are secured, projects will be further designed and constructed over the next 3-20 years. As the project designs proceed, public input will be essential and opportunities for input will be widely noticed by Caltrans and the partners.



CapCity Freeway - northbound at El Camino Avenue

Diagram illustrating a 12-lane highway cross-section with 6 lanes in each direction. The left side (CONTRARIAN) includes a shoulder, turn lane, auxiliary lane, and three mixed flow lanes. The right side (VIA DIRECTION) includes a mixed flow lane, two turn lanes, an auxiliary lane, and a shoulder. A central divider separates the two directions.



WALKSACRAMENTO



**SACRAMENTO AREA
BICYCLE ADVOCATES**

Project Sequence, Funding & Timeline





CapCity Corridor



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