PLACER-SACRAMENTO GATEWAY PLAN

EXECUTIVE SUMMARY

FINAL

APRIL 2020

Caltrans

CAPITOL CORRIDOR

Placer County Transportation Planning Agency

SACOG

PLACER-SACRAMENTO GATEWAY PLAN

The Placer-Sacramento Gateway Plan (Gateway Plan) was developed as a comprehensive multimodal corridor plan to qualify for funding through the Solutions for Congested Corridors Program. The Gateway Plan aims to address the existing corridor challenges to reduce congestion and increase travel choices.

The Gateway Plan was built on an unprecedented partnership between local, regional, and State planning entities.

The Gateway Plan is sponsored by Caltrans District 3, the Capitol Corridor Joint Powers Authority (CCJPA), the Placer County Transportation Planning Agency (PCTPA), and the Sacramento Area Council of Governments (SACOG).

The Gateway Corridor

The Gateway Plan covers the study area and facilities shown in Figure ES-1. As a multimodal plan, the Gateway Plan includes several transportation system components, referred to as the Gateway Corridor:

- Interstate 80 (I-80)
- State Route 51 (SR 51/Business 80)
- State Route 65 (SR 65/Highway 65)
- US Route 50 (US 50/Highway 50)
- Capitol Corridor intercity passenger rail service
- Sacramento Regional Transit (SacRT) light rail passenger rail service and fixed route bus service
- Placer County Transit, City of Roseville, and City of Auburn commuter and local bus service
- Regional multi-use trails
- Local roadways paralleling state highways

Mobility - particularly the lack of travel options - is the top transportation issue facing the Gateway Corridor. Traffic congestion is a primary symptom of limited mobility, costing the region time & money and diminishing the quality of life.

The Gateway Corridor is one of several major transportation corridors within the Sacramento region and fulfills a critical role in the local, regional, and statewide transportation systems.

Corridor Characteristics

- The corridor is the primary link between Sacramento and Placer County activity centers.
- The corridor is the backbone of the Northern California freight industry.
- The corridor is the Northern California gateway to Sierra Nevada and Lake Tahoe recreational and tourism activities.
- The corridor carries a large – and growing – amount of traffic.
- Corridor motorists experience increasing delays and unreliable travel times.

The corridor carries over one million empty seats on a daily basis (see Figure ES-3).

- Existing corridor transit options serve a narrow travel market.
- Corridor travel options are limited (see Figure ES-2).
- Corridor active transportation networks are discontinuous.

FIGURE ES-1

The Gateway Corridor

The Gateway Corridor includes segments of I-80, Business 80, Highway 65, and Highway 50, as well as parallel local roadways, transit lines, and bikeways located within two miles of the corridor. Major transportation hubs include Sacramento International Airport, the Port of West Sacramento, the UPRR J.R. Davis Yard, and Sacramento Valley Station.

The Gateway Corridor serves a variety of transportation needs ranging from daily commute travel between Placer and Sacramento Counties to goods movement and recreational travel throughout Northern California and the western United States. As such, the Gateway Corridor poses a dynamic and complex operating environment for its users and operators.

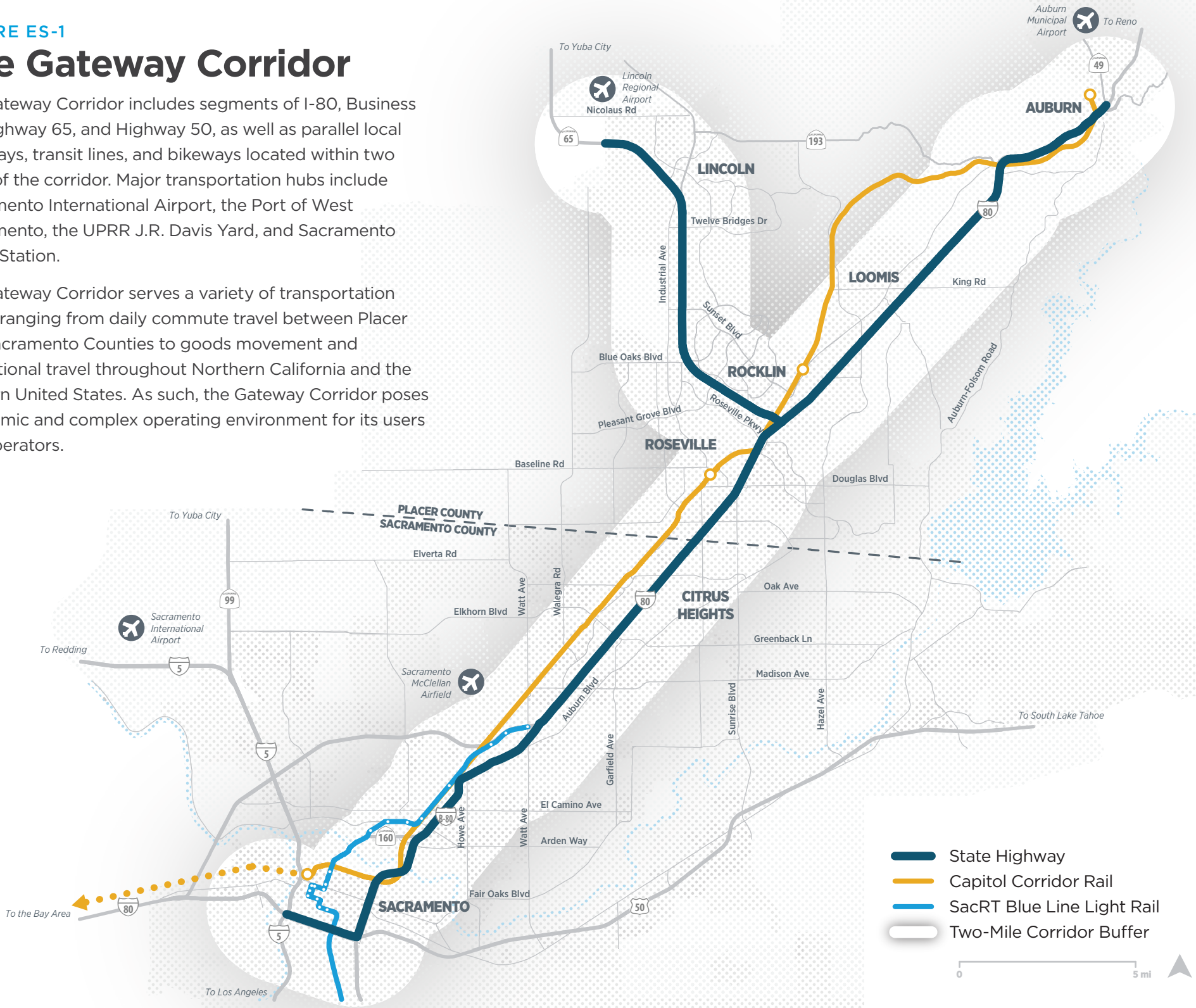


FIGURE ES-2

Existing Corridor Travel Options

Can corridor travelers easily complete these trips using these options?	Distance	Private Vehicle	Capitol Corridor Rail	Capitol Corridor Bus	Light Rail	Bus	Walking	Bicycling
Peak hour commute from South Placer (Roseville, Rocklin, etc.) to Sacramento	20+ mi	Yes	Yes	Yes	No	Yes	No	No
Peak hour commute from Sacramento to South Placer	20+ mi	Yes	No	Yes	No	Yes	No	No
Off-peak travel between South Placer and Sacramento	20+ mi	Yes	No	No	No	No	No	No
Travel between Antelope and Sacramento	15 mi	Yes	No	No	No	No	No	No
Travel between Citrus Heights and Roseville	5 mi	Yes	No	No	No	No	No	Yes
Travel between East Sacramento and Downtown	3 mi	Yes	No	No	No	Yes	Yes	Yes

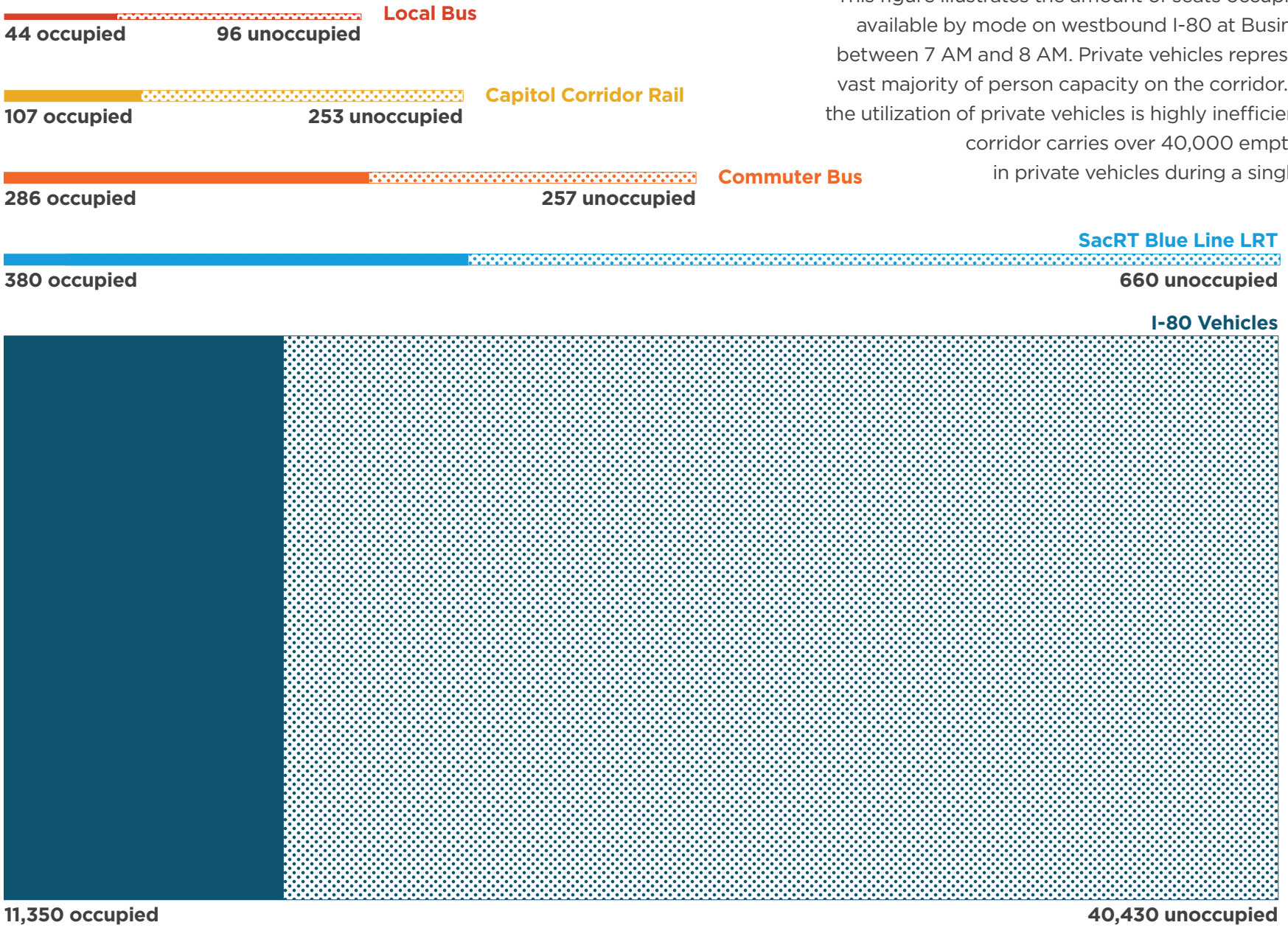
Capitol Corridor rail service is limited to one round-trip per day. Off-peak travel to and from South Placer is possible but requires transfer to connecting bus services at Sacramento Valley Station.

Possible, but requires use of infrequent service and/or multiple connections, making it impractical for commute travel.

FIGURE ES-3

Seat Utilization

This figure illustrates the amount of seats occupied and available by mode on westbound I-80 at Business 80 between 7 AM and 8 AM. Private vehicles represent the vast majority of person capacity on the corridor. Today, the utilization of private vehicles is highly inefficient - the corridor carries over 40,000 empty seats in private vehicles during a single hour.



The Gateway Plan engaged over 5,000 community members.

Community Engagement

The Gateway Plan included the following community engagement activities to inform the public of the plan and solicit input for future corridor improvements:

- Monthly meetings with a project development team made up of the 14 agencies on the corridor.
- An online user survey, which generated over 4,200 responses.
- Two stakeholder meetings with participation from over 70 stakeholders groups.
- Two community workshops solicited both in-person and virtual feedback from the public.
- Ten pop-ups promoted the plan at community events and gatherings along the corridor.
- Targeted online and in-person outreach to disadvantaged communities.
- Altogether, the in-person outreach activities attracted over 800 participants.

Corridor Projects

Corridor improvements aim to improve performance and close gaps in the regional roadway, transit, and active transportation networks.

Altogether, the Gateway Plan includes nearly 150 multimodal transportation improvement projects along the study corridor, as shown in Figure ES-4.

Roadway/Transportation Systems Management Improvements

- Business 80 - express lanes, ramp metering, and interchange improvements
- I-80 - express lanes, auxiliary lanes, ramp metering, and interchange improvements
- Highway 65 - express lanes, ramp metering, and interchange improvements
- Local roadways - widening and complete streets improvements
- Travel demand management programs

Transit Projects

- Capitol Corridor - Third Track Project (Phases 1 and 2) to provide up to ten round trips per day and station improvements
- Light rail transit - upgrade Blue Line vehicle fleet and enhance Watt/I-80 Station
- Bus - new bus rapid transit routes, new Lincoln-to-Sacramento Commuter and intercity services, and expanded circulator bus, micro-transit, and neighborhood ride services

Bicycle and Pedestrian Projects

- Closing gaps - completed local and regional trail system
- Complete Streets - enhanced bicycle and pedestrian facilities on major roadways
- Grade separations - new freeway and river grade separations to improve bicycle and pedestrian connectivity

Plan Performance

Figure ES-5 illustrates the performance of the Gateway Plan with respect to congestion/delay, accessibility, economic development, efficient land use, air quality, and safety. Specific performance measures were developed based on CTC requirements and refined based on community and agency values.

FIGURE ES-4

The Gateway Plan

This figure illustrates the nearly 150 multimodal transportation projects included in the Gateway Plan. Gateway Plan projects include improvements to roadways, transportation systems management programs/strategies, transit service and facilities, and active transportation facilities.

Improvement projects will improve corridor operations, increase travel choices, and close existing gaps in the existing multimodal transportation network.

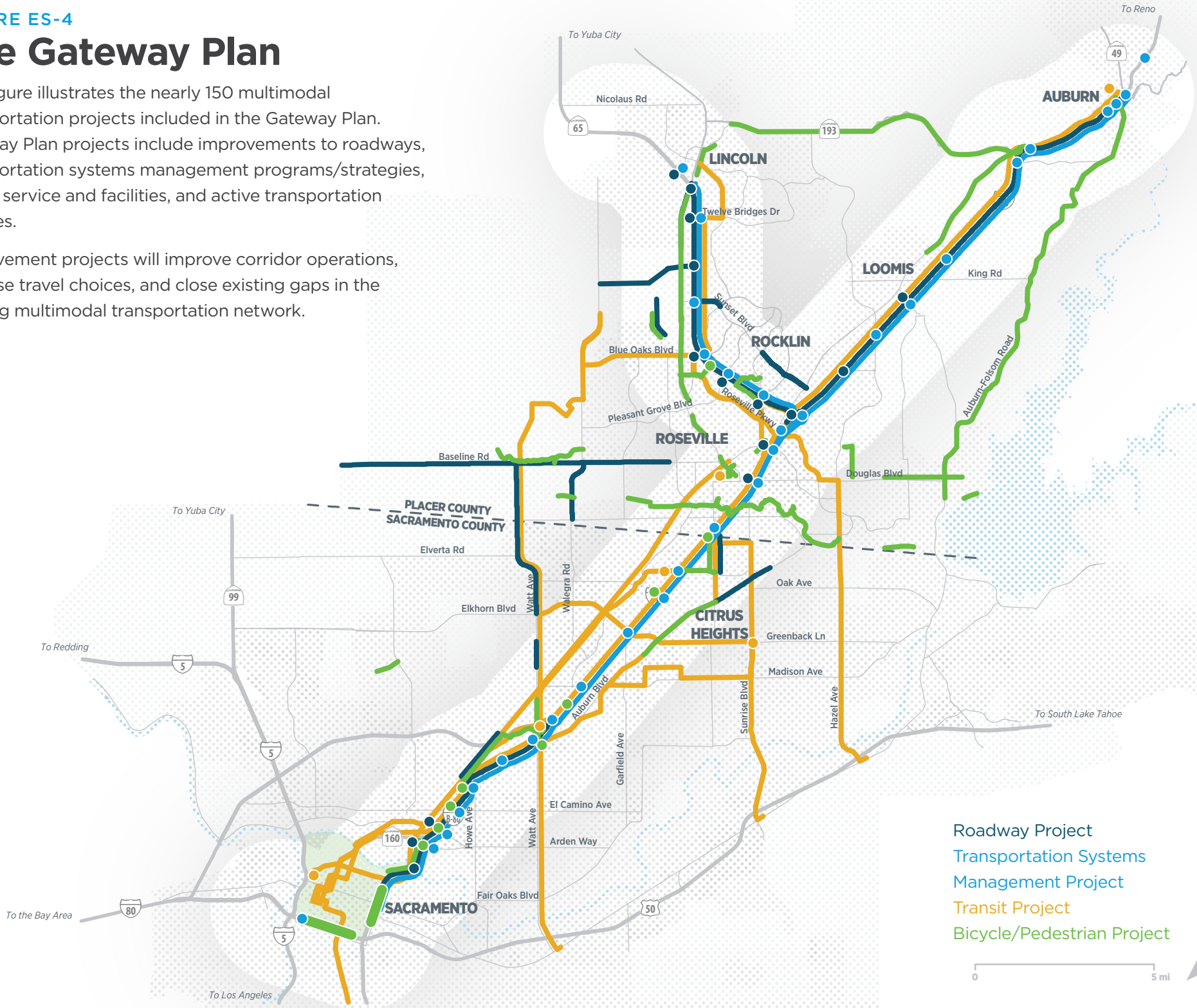


FIGURE ES-5

Gateway Plan Performance Summary

Congestion/Delay

- **The Gateway Plan would reduce daily and peak hour person hours of delay (PHD) per capita on the corridor.**

CORRIDOR PHD

DAILY	AM	PM
17%	18%	17%

8 of the 10
screenlines would experience decreased PHD during peak hours

- **The Gateway Plan would improve travel time reliability.**

SCREENLINE RELIABILITY

AM	PM
5%	24%

33% increase
in reliability on Highway 65 at Galleria Boulevard

- **The Gateway Plan would increase person throughput.**

TOTAL PERSON TRIPS

AM	PM
15%	17%

- **The Gateway Plan would increase vehicle speeds.**

SCREENLINE SPEEDS

AM	PM
4%	19%

10 of the 10
screenlines would experience increased speeds during peak hours

- **The Gateway Plan would increase transit seat utilization.**

TRANSIT SEAT UTILIZATION

AM	PM
9%	4%

- **The Gateway Plan would decrease traffic in local neighborhoods, including several disadvantaged communities.**

10 of the 10
screenlines would experience decreased VMT per capita related to neighborhood traffic

→ 6 of the 10 screenline areas are disadvantaged communities

- **The Gateway Plan would decrease vehicle miles traveled (VMT) per capita on the Gateway Corridor by 17 percent.**

VMT PER CAPITA

	EXISTING	GATEWAY PLAN
GATEWAY CORRIDOR	31.8	26.5
SACOG REGION	25.0	21.4

- **The Gateway Plan would improve the capacity and quality of transit service.**

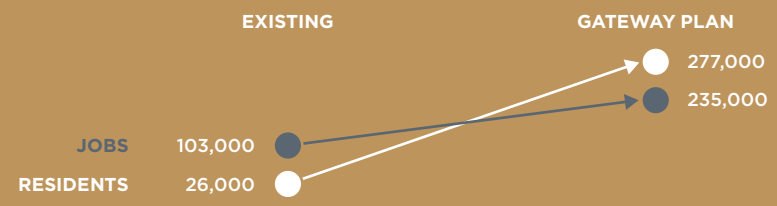
Improvements to:
- Capitol Corridor rail
- SacRT Blue Line LRT
- Regional intercity bus routes
- New BRT corridors

38% increase
in peak hour transit capacity serving the Gateway Corridor

Accessibility

- The Gateway Plan would increase accessibility to reliable transit service.

PEOPLE WITHIN 1/2 MILE OF RELIABLE TRANSIT



Economic Development

- The Gateway Plan would reduce truck travel times between South Placer County and Downtown Sacramento by 5 percent.
- The Gateway Plan would increase travel choices to tourist and recreational destinations by increasing transit options (e.g., Capitol Corridor) and by reducing peak period corridor delay, which allows for more trip-making flexibility.
- The Gateway Plan includes the Capitol Corridor Third Track Project, which will preserve current Union Pacific Railroad freight operations and reliability for the benefit of regional goods movement.
- Similar to the weekday benefits to corridor delays and speeds, the Gateway Plan would improve peak weekend travel times.

Efficient Land Use

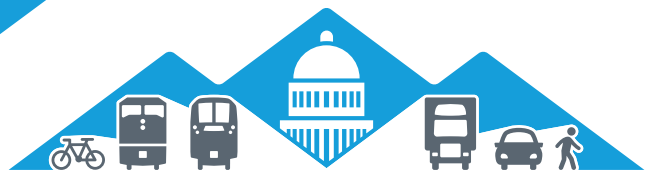
- **The Gateway Plan would reduce VMT per capita on the Gateway Corridor and througout the SACOG region.**
- The Gateway Plan would increase bus and rail service to Downtown Sacramento, particularly from South Placer County communities.

Air Quality

- The Gateway Plan would decrease emissions in the SACOG region, including CO, NO_x, CH_4, PM_{10}, $PM_{2.5}$, and N_2O.

Safety

- The Gateway Plan would further the "Towards Zero Deaths" goal by reducing the risk for collisions by reducing congestion and, in turn, the potential for congestion- related collisions. The Gateway Plan would also reduce the risk for bicycle- and pedestrian-involved collisions by improving active transportation facilities, especially near freeways. Finally, the Gateway Plan would increase passenger rail and bus service, two of the modes with the lowest collision rates.



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