

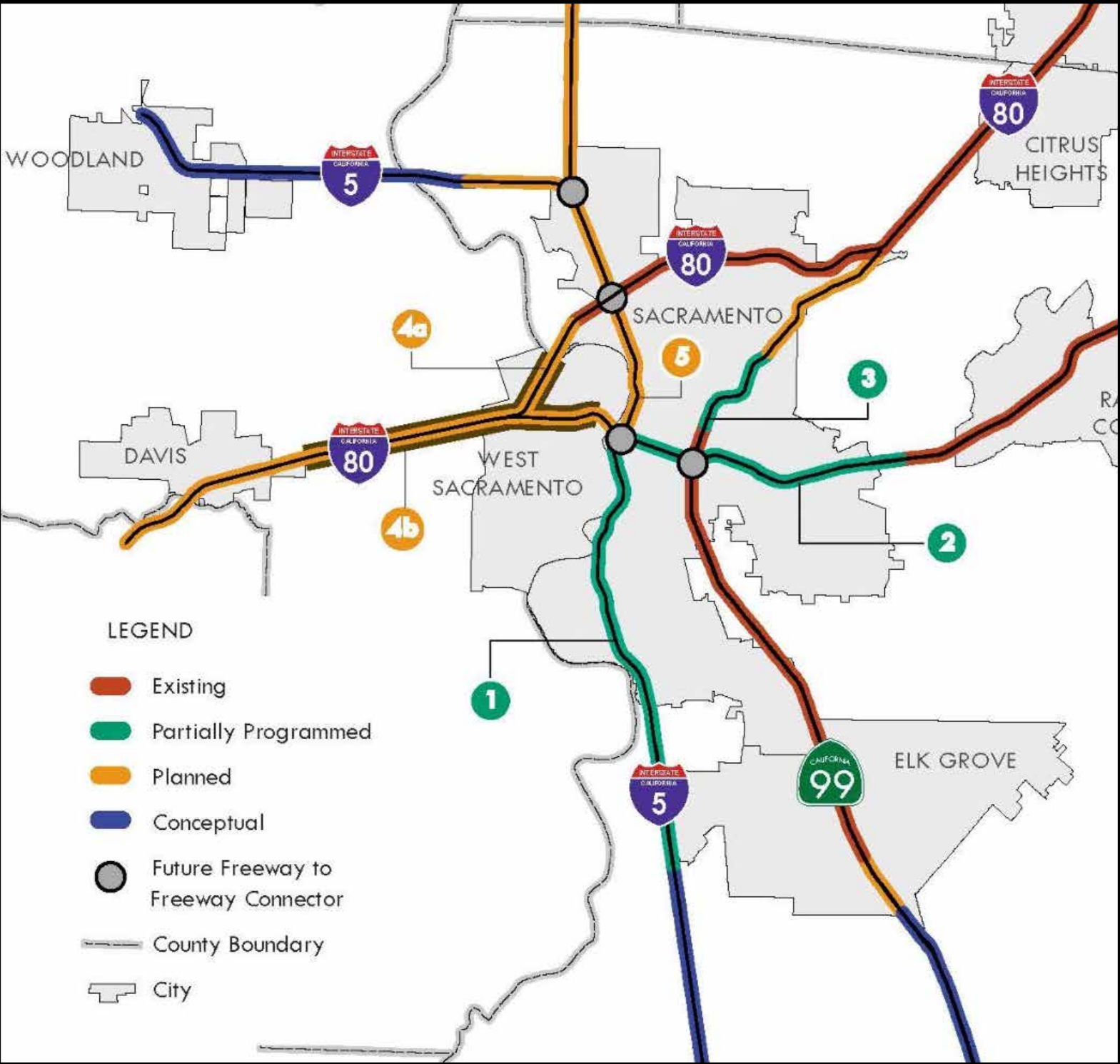
Yolo 80 Bus/Carpool Lane and Bikeway Project



Marlon Flournoy
Deputy District Director, Planning
Caltrans District 3




District 3 Priorities




Route	Construction Phase and Project Limits
Existing	
SAC/ED-50	HOV- Watt to Bass Lake Rd.
SAC-99/51	HOV - Elk Grove Blvd. to J St. Underpass
SAC/PLA-80	Yolo County Line to SR65 Interchange
Partially Programmed - Project has some funding identified	
1 SAC-5	I-5 HOV Lanes and Rehab from Elk Grove Blvd. to Jct. US 50
2 SAC-50	US 50 HOV Lanes - Rehab I-5 to Watt Avenue
3 SAC-51	SR-51 Bus/Carpool Lanes - Bridge Deck Rehab from J St. to Arden Way
Planned - Project is identified in a planning document such as an MTP or RTP	
4a YOL/SAC-80/50	HOV Lanes - Sol. Co. Line to West El Camino and Jct. I-5
4b YOL/SAC-80/50	I-80/US 50 Pavement Rehab – Mace Blvd IC to Sacramento River Bridge (Bryte Bend) and Jefferson Blvd UC
5 SAC-5	I-5 Bus/Carpool Lanes - Route 50 to Jact. I-80

Existing Conditions



 PROJECT LIMITS

 LOCAL PORTS

 PARK-N-RIDE LOTS

BOTTLENECK AREAS

- 1** Between State Route 113 and Yolo County Line (EB)
- 2** Chiles Rd. Interchange (EB)
- 3** Enterprise Blvd. Interchange (WB)
- 4** Jefferson Blvd. Interchange (EB)

CONGESTED AREAS

- 5** Eastbound I-80 - Enterprise Blvd. to I-80/US 50 Interchange (PM)
- 6** Eastbound US 50 - Harbor Blvd. to Jefferson Blvd. (AM/PM)
- 7** Eastbound I-80 - Chiles Rd. (PM)
- 8** Westbound I-80 - I-80/US 50 Interchange to Enterprise Blvd. (AM)

Future Travel Times and Delay

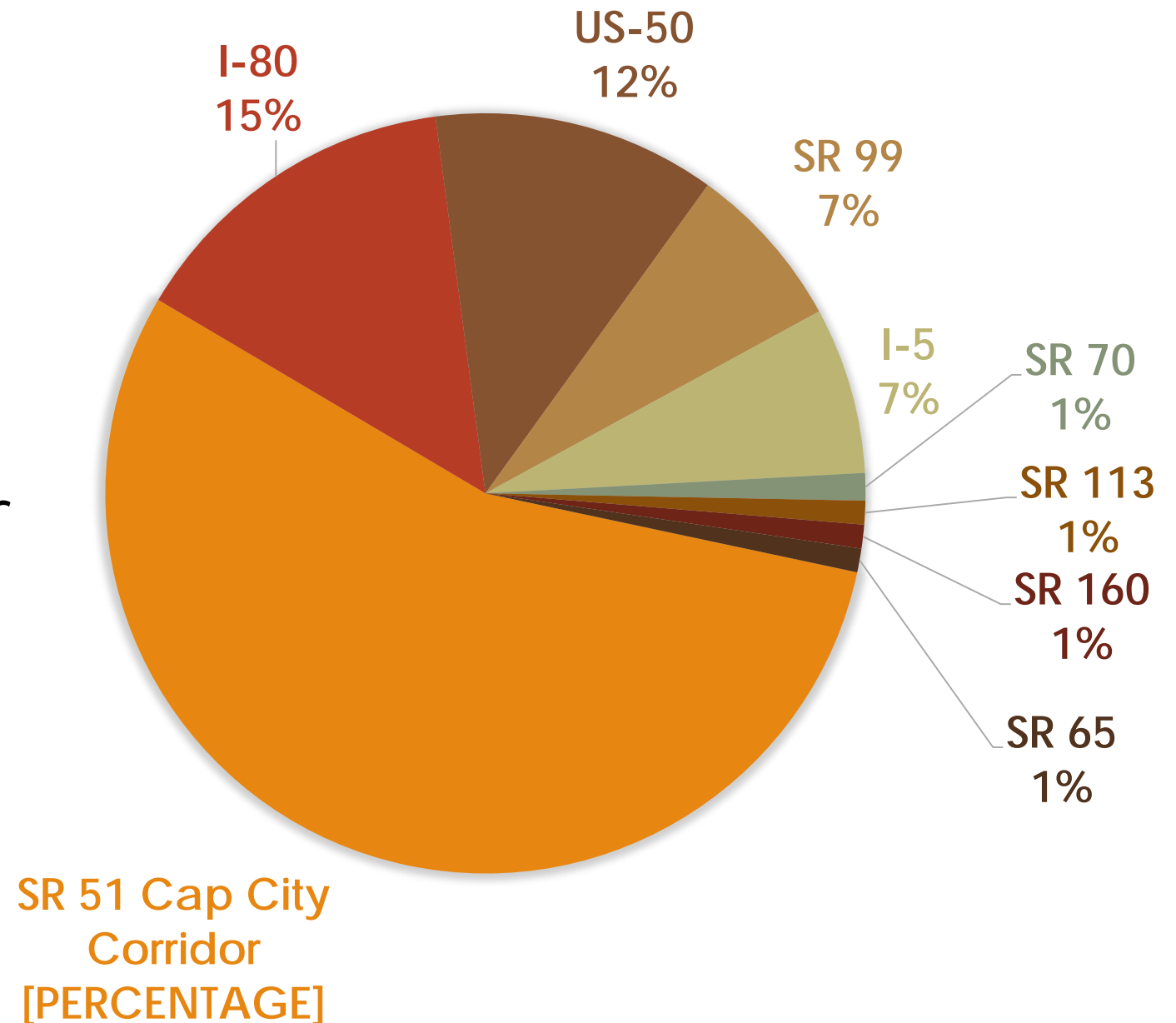
2035 Projected Travel Time Increase per Vehicle (Minutes)				
Analysis Year	Eastbound		Westbound	
	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period
2012	12:54	23:47	12:12	13:09
2035 No Build	27:52	35:54	12:58	18:31
Increase	14:58	12:07	0:46	5:22

* Based on MOEs developed in VISSIM 4.3

97% increase in Average Delay per vehicle (EB) PM Peak Period
288% increase in Average Delay per vehicle (WB) PM Peak Period

Traffic Incidents

- I-80 and US 50 account for **27% of the traffic incidents** in District 3.
- Yolo 80 and CapCity Freeway Projects together can potentially address **82% of the traffic incidents** in District 3.



What is being planned?

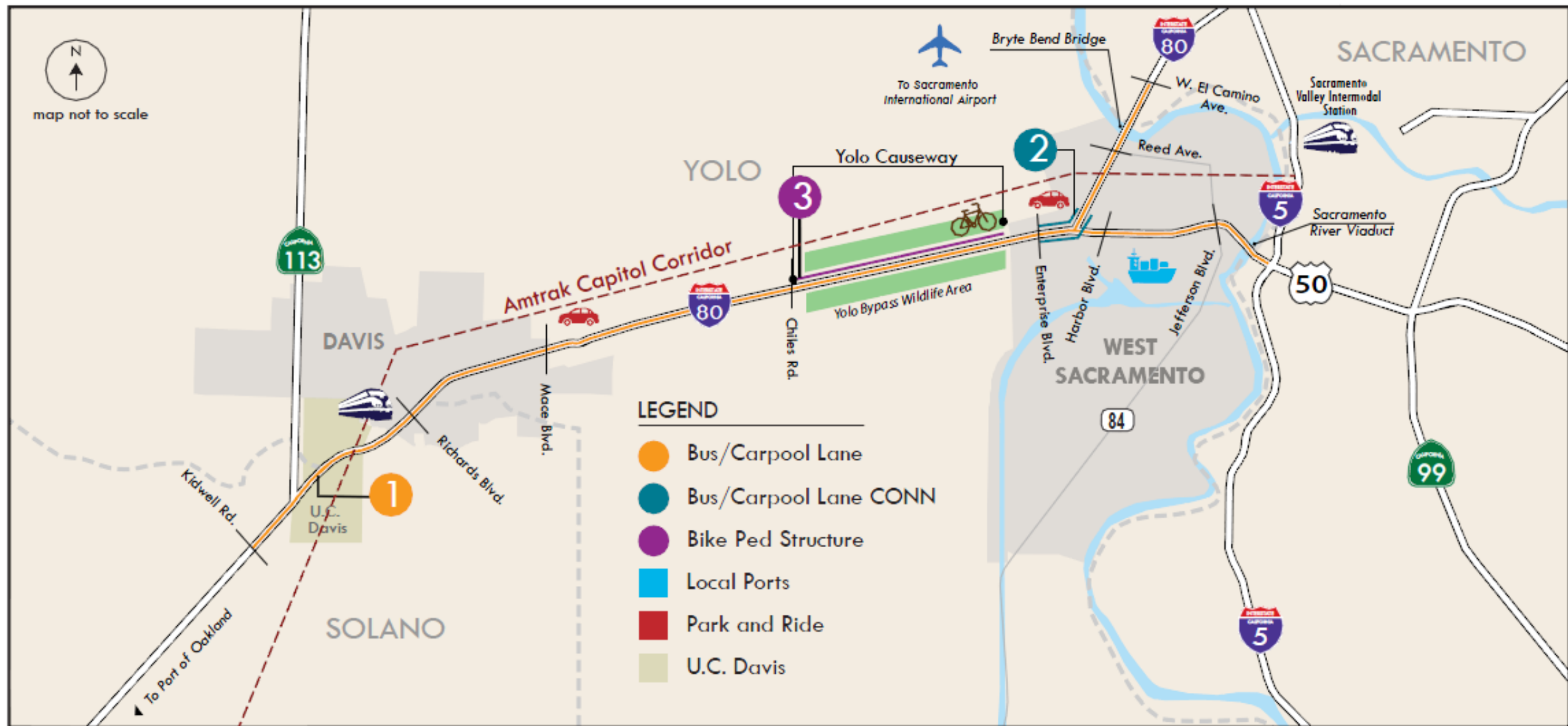
- **Rehabilitation Project Scope***

- Pavement rehabilitation along the corridor designed for a 40 year pavement service life
- Install intelligent transportation system elements to enhance mobility conditions and incident management strategies
- Construct an auxiliary lane on westbound US 50 between Jefferson Boulevard and Harbor Boulevard

- **I-80 Bus/Carpool Lane and Bicycle Project Scope**

- Construct approximately 21 miles of bus/carpool lanes (or other Managed Lane strategies) in both directions from the Kidwell Road overcrossing in Solano County to the US 50/I-5 and I-80/West El Camino Ave. interchanges in Sacramento County
- Construct Bus/Carpool connector at US 50/I-80 Separation
- Construct a new world-class bicycle/pedestrian structure, approximately 3.2 miles long and 18 feet wide, adjacent to the Yolo Causeway to enhance connection between the cities of Davis, West Sacramento, and Sacramento

- * As a result of Senate Bill 1, leveraging approximately \$278 million (capital cost only) in State Highway Operation Protection Program (SHOPP)



1 BUS/CARPOOL LANE IN BOTH DIRECTIONS



CAPITAL CORRIDOR CONNECTION



LOCAL PORTS

2 BUS/CARPOOL LANE CONNECTORS



LOCAL BIKE NETWORK CONNECTOR



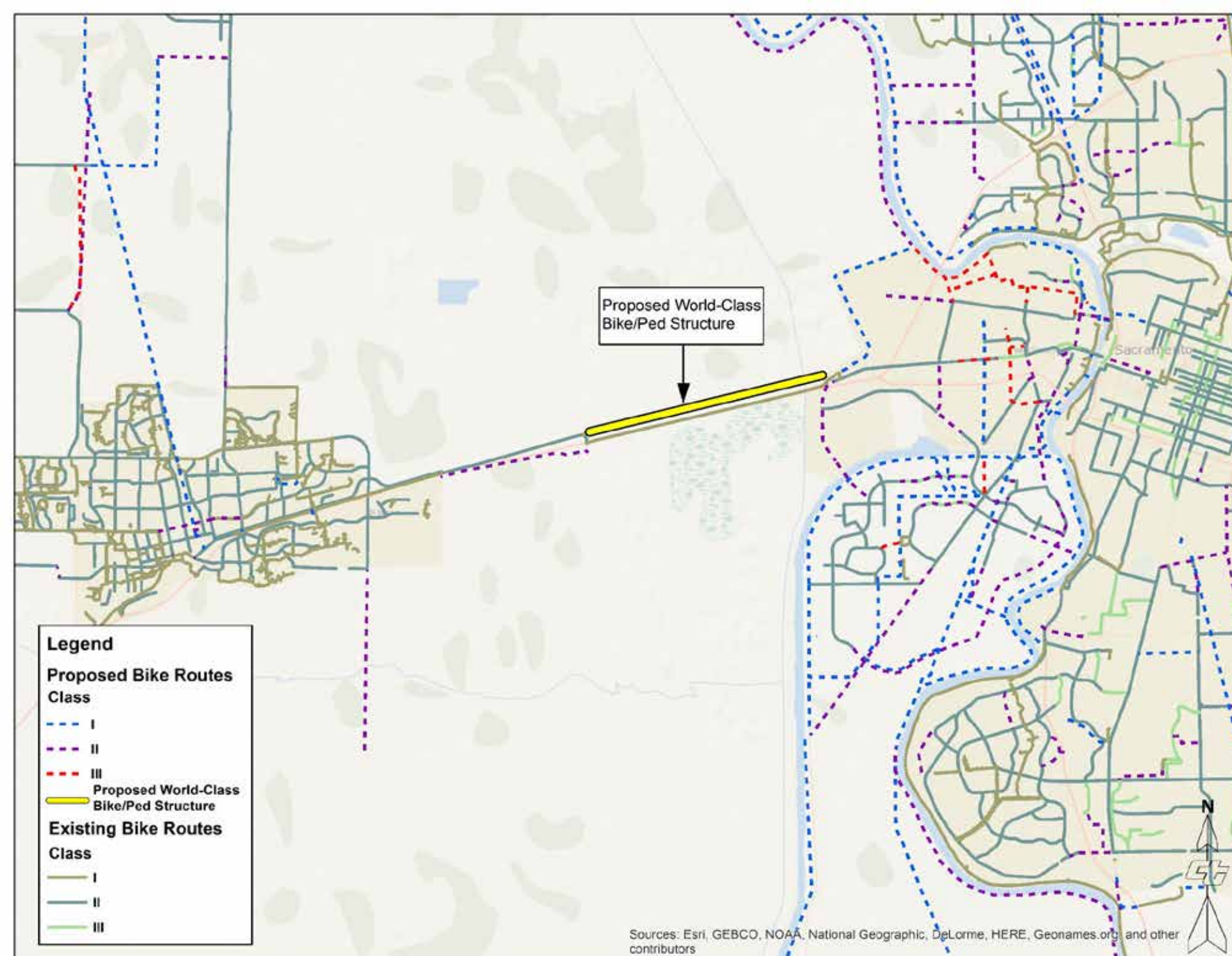
PARK-N-RIDE LOT

3

SEPARATE WORLD-CLASS BIKE/PED STRUCTURE TO THE YOLO CAUSEWAY (this will not be connected to the Causeway)

Multi-Modal Components

- World-Class Bike/Ped structure adjacent to the Yolo Causeway
- Approximately 3.2 miles long
- Proposed width of 18 feet
- Improve local bikeway connections



Project Benefits

- **Improve safety and reduce severe traffic congestion.**
- **Improve transit reliability and headway times.**
- **Eliminate freight supply chain bottlenecks.**
- **Rehabilitate pavement.**
- **Close a critical gap in the region's bus/carpool lane network.**

Project Benefits

2035 Projected Travel Time Savings per Vehicle (Minutes)				
Analysis scenario	Eastbound		Westbound	
	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period
2035 No Build	27:52	35:54	12:58	18:31
2035 Build	17:44	23:37	12:41	15:46
Savings	10:08	12:17	0:17	2:45

* Based on MOEs developed in VISSIM 4.3

53% decrease in Total Delay during the AM Peak Period

38% decrease in Total Delay during the PM Peak Period

Funding Strategy

- **Federal Funding**

- U.S. Department of Transportation Infrastructure For Rebuilding America (INFRA) Program
 - Focuses on projects that generate national or regional economic, mobility, and safety benefits
 - Approximately \$1.5 billion available to projects that rebuild America's crumbling infrastructure
 - Partnering with Yolo County Transportation District (YCTD) on application
 - **Application was submitted on November 1, 2017**

- **State Funding**

- **Leverage Caltrans SHOPP funds**
- **SB 1** (Congested, Trade Corridors)
- **Active Transportation**

- **Regional/Local Funding**

- **SACOG – Regional Flexible Funding Round** (STIP, CMAQ, RTSP)
- **Cities and County**

INFRA Letters of Support

U.S. Congressman John Garamendi

U.S. Congresswoman Doris Matsui

Caltrans

SACOG

City of West Sacramento

City of Davis

County of Yolo

UC Davis

City of Sacramento

Coalition for America's Gateways and Trade Corridors

Sacramento Area Bicycle Advocates

Bike Davis

INFRA Project Partners

- **Lead Agency: Yolo County Transportation District**
- **Implementation Agency: Caltrans District 3**
- **Partners**
 - **Sacramento Area Council of Governments (SACOG)**
 - **City of West Sacramento**
 - **City of Davis**
 - **County of Yolo**
 - **UC Davis**

Next Steps

- **Status of Local/Regional Agency Engagement**
 - YCTD and SACOG – Ongoing
 - Yolo County – October 11, 2017
 - Woodland – October 12, 2017
 - Davis/UC Davis/Unitrans – October 19, 2017
 - YCTD Board of Directors– October 23, 2017
 - Yolo County Board of Supervisors – October 24, 2017
 - West Sacramento City Council – TBD
 - City of Davis City Council – December 5, 2017
- **Submitted INFRA Application (November 1, 2017)**
 - Notice of Award – Summer 2018
- **Continue to Strengthen Partnerships**
 - Continue to partner with public agencies and stakeholders within the corridor
- **Develop and refine project scope, cost, and schedule (Spring 2017)**

Proposed Project Schedule*

- Start Environmental Summer 2018 (or Earlier)
- Complete Environmental Fall 2019
- Start Construction Summer 2021
- Complete Construction Fall 2023

*Pending Approval by the California Transportation Commission

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Questions?

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