

# Regional Scale: Highlighted Corridor Projects

Legend:

*Italics: Common across two or more scenarios*

Underline: Changes or key differences

NEW RAIL		Scenario 1	Scenario 2	Scenario 3
Streetcar	<i>Downtown Sacramento-West Sacramento starter line</i>		<ul style="list-style-type: none"> <li><i>Downtown Sacramento-West Sacramento starter line</i></li> <li><i>Rancho Cordova Town Center loop</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Downtown Sacramento-West Sacramento starter + Broadway and Midtown loop extensions</i></li> <li><i>Rancho Cordova Town Center loop</i></li> <li><i>Downtown Sacramento-CSUS</i></li> <li><i>Downtown Sacramento-Natomas-SMF Airport</i></li> </ul>
Light Rail	<ul style="list-style-type: none"> <li><i>South Line to Cosumnes River College Main Campus</i></li> <li><i>Downtown Sacramento-Natomas-SMF Airport (link to Gold Line)</i></li> </ul>	<ul style="list-style-type: none"> <li><i>South Line to Cosumnes River College Main Campus</i></li> <li><u>Gold Line frequencies increased</u></li> <li><i>Downtown Sacramento-Natomas-SMF Airport (link to Gold Line)</i></li> </ul>	<ul style="list-style-type: none"> <li><i>South Line to Cosumnes River College Main Campus</i></li> <li><u>Blue and Gold lines frequencies increased</u></li> </ul>	
Regional Rail (Capitol Corridor)	No additional service beyond existing (hourly)	<i>Add one stop and increase service to 30-60 minute peak service</i>	<i>Add one stop and increase service to 30-60 minute peak service</i>	
NEW BUS		Scenario 1	Scenario 2	Scenario 3
Local & Express Buses, Neighborhood Shuttles	Daily (weekday) Vehicle Service Hours (VSH) Express & Local Bus: 4,206 Shuttle & ADA paratransit: 2,999	Daily (weekday) Vehicle Service Hours (VSH) Express & Local Bus: 5,138 Shuttle & ADA paratransit: 3,678	Daily (weekday) Vehicle Service Hours (VSH) Express & Local Bus: 6,226 Shuttle & ADA paratransit: 4,531	
Bus Rapid Transit (BRT)	<ul style="list-style-type: none"> <li><i>15-30-minute service along 3 BRT corridors: Stockton Boulevard, North Watt (US 50-North Highlands, and Sunrise (US 50-Roseville)</i></li> <li><u>Lower level of street &amp; operational improvements coordinated with complete streets corridor enhancements</u></li> </ul>	<ul style="list-style-type: none"> <li><i>15-30-minute service along 6 BRT corridors: Roseville, Citrus Heights, Downtown, Northern Sac. Co., Southern Sac. Co., Rancho Cordova.</i></li> <li><u>Medium level of street &amp; operational improvements coordinated with complete streets corridor enhancements</u></li> </ul>	<ul style="list-style-type: none"> <li><i>15-30-minute service along 8 BRT corridors: Roseville, eastern Sac. Co., Citrus Heights, Natomas, northern Sac. Co., Rancho Cordova, southern Sac. Co., Downtown</i></li> <li><u>Higher level of street &amp; operational improvements coordinated with complete streets corridor enhancements</u></li> </ul>	
NEW BIKE/PEDESTRIAN		Scenario 1	Scenario 2	Scenario 3
Complete Streets	<ul style="list-style-type: none"> <li><u>Few complete streets retrofits along corridors in existing communities; complete streets incorporated into new and planned communities</u></li> <li><u>Less growth in the number of households and employment sites within ¼ to ½ mile of an existing complete streets corridor</u></li> </ul>	<ul style="list-style-type: none"> <li><u>Some complete streets retrofits along corridors in existing communities; complete streets incorporated in new and planned communities</u></li> <li><u>More growth in the number of households and employment sites within ¼ to ½ mile of an existing complete streets corridor</u></li> </ul>	<ul style="list-style-type: none"> <li><u>Most complete streets retrofits along corridors in existing communities</u></li> <li><u>Most growth in the number of households within ¼ to ½ mile of an existing complete streets corridor</u></li> </ul>	
Recreational Trails	<ul style="list-style-type: none"> <li><u>Less focus on trails incorporated into new and planned communities with limited connections to existing transportation facilities</u></li> </ul>	<ul style="list-style-type: none"> <li><u>More focus on connections between recreational trails incorporated into new and planned communities and existing transportation facilities</u></li> </ul>	<ul style="list-style-type: none"> <li><u>Greater focus on creating recreational trails with connections to streets in existing communities and complete streets corridors</u></li> </ul>	
NEW/EXPANDED ROADS & OPERATIONAL IMPROVEMENTS		Scenario 1	Scenario 2	Scenario 3
US 50 El Dorado/Folsom	<ul style="list-style-type: none"> <li><i>Carpool lane extension: Cameron Park Drive to Greenstone Road</i></li> <li><i>4-lane Green Valley Road, Folsom to El Dorado Hills</i></li> <li><i>New auxiliary lanes + connected parallel roads between Folsom/El Dorado Hills and Shingle Springs</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Carpool lane extension: Cameron Park Drive to Greenstone Road</i></li> <li><i>4-lane Green Valley Road, Folsom to El Dorado Hills</i></li> <li><i>New auxiliary lanes + connected parallel roads between Folsom/El Dorado Hills and Shingle Springs</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Carpool lane extension: Cameron Park Drive to Ponderosa Road</i></li> <li><i>4-lane Green Valley Road, Folsom to El Dorado Hills</i></li> </ul>	
US 50 Sacramento	<ul style="list-style-type: none"> <li><i>Carpool lane extension: Watt to 99/50 interchange</i></li> <li><i>Auxiliary lanes: Sacramento, Rancho Cordova, Folsom</i></li> <li><i>Rebuilt interchanges at US 50 &amp; Hwy. 99, US 50 &amp; I-5</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Carpool lane extension: Watt to 99/50 interchange</i></li> <li><i>Auxiliary lanes: Sacramento, Rancho Cordova, Folsom</i></li> <li><i>Modified interchange operational improvements at US 50 &amp; Hwy. 99, US 50 &amp; I-5</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Carpool lane extension, Watt to 99/50 interchange</i></li> <li><i>Auxiliary lanes: Sacramento and Rancho Cordova</i></li> <li><i>Modified interchange operational improvements at US 50 &amp; Hwy. 99, US 50 &amp; I-5</i></li> </ul>	
I-80 Yolo	<ul style="list-style-type: none"> <li><i>Carpool lanes: Davis-West Sacramento + new bike bridge across the Yolo Causeway</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Carpool lanes: Davis-West Sacramento + new bike bridge across the Yolo Causeway</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Carpool lanes: Davis-West Sacramento + new bike bridge across the Yolo Causeway</i></li> </ul>	
I-80 Sacramento	<ul style="list-style-type: none"> <li><i>Carpool lane ext.: Watt/Longview to I-5</i></li> <li><i>Roseville Road widened to 4 lanes (Cirby-El Camino, with extension onto Hwy. 160)</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Carpool lane extension: Watt/Longview to I-5</i></li> <li><i>Business 80 (Capital City freeway) operational improvements</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Carpool lane extension: Watt/Longview to I-5</i></li> <li><i>Business 80 (Capital City freeway) operational improvements</i></li> </ul>	
I-80 Placer	<ul style="list-style-type: none"> <li><i>Carpool lane extension + 2 auxiliary lanes: Sacramento County line to Hwy. 65</i></li> <li><i>I-80/Hwy. 65 interchange partially rebuilt</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Carpool lane extension + 2 new auxiliary lanes: Sacramento County line to Hwy. 65</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Carpool lane extension + 2 new auxiliary lanes: Sacramento County line to Hwy. 65</i></li> </ul>	
Hwy. 65	<ul style="list-style-type: none"> <li><i>Lincoln Bypass: 2 &amp; 4 lane expressway</i></li> <li><i>Carpool lanes: I-80 to Blue Oaks</i></li> <li><i>2-lane parkway north and east around Wheatland, connecting to Hwy. 65 on either end</i></li> <li><i>4-lane Feather River Boulevard east of Marysville, connecting to Hwy. 65 at Olivehurst</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Lincoln Bypass: 2 &amp; 4 lane expressway</i></li> <li><i>Operational improvements in Marysville through area where Highways 20, 65 and 99 come together</i></li> <li><i>6-lane Industrial Avenue between Roseville &amp; Lincoln</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Lincoln Bypass: 2 &amp; 4 lane expressway</i></li> <li><i>Operational improvements in Marysville through area where Highways 20, 65 and 99 come together</i></li> <li><i>6-lane Industrial Avenue between Roseville &amp; Lincoln</i></li> </ul>	
Placer Parkway	<i>4-lane freeway/expressway, north alignment, Hwy. 65 at Whitney to Foothills as freeway, then Foothills to Hwy. 99/70 at Sankey</i>	<i>4-lane freeway/expressway, north alignment, Hwy. 65 at Whitney to Foothills as freeway, then Foothills to Hwy. 99/70 at Sankey</i>	<i>4-lane expressway, north alignment, Hwy. 65 at Whitney to Watt, continuing as a 2 lane expressway west to Hwy. 99/70 at Sankey</i>	
Hwy. 99/70, Sacramento, Sutter & Yuba	<u>Carpool lanes: I-5 to Placer Parkway</u>	<ul style="list-style-type: none"> <li><i>Operational improvements between I-5 and Placer Pkway (intersection improvements only)</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Operational improvements between I-5 and Placer Pkway (intersection improvements only)</i></li> </ul>	
I-5 Northern Sacramento	<ul style="list-style-type: none"> <li><i>Carpool lanes: downtown Sacramento to Sacramento International Airport</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Carpool lanes: downtown Sacramento to I-80</i></li> <li><i>Auxiliary lanes: Hwy. 99/70-SMF Airport</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Carpool lanes: downtown Sacramento to I-80</i></li> <li><i>Auxiliary lanes: Hwy. 99/70-SMF Airport</i></li> </ul>	
I-5 Southern Sacramento	<ul style="list-style-type: none"> <li><i>Carpool lanes: US 50 to Elk Grove Boulevard</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Carpool lanes: US 50 to Elk Grove Boulevard</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Carpool lanes: US 50 to Cosumnes River Blvd.</i></li> </ul>	
Hwy. 99, Sacramento	<ul style="list-style-type: none"> <li><i>Auxiliary lanes: Florin to Calvine</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Auxiliary lanes: Florin to Calvine</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Auxiliary lanes: Florin to Calvine</i></li> </ul>	
Elk Grove-Rancho Cordova-El Dorado Connector	<ul style="list-style-type: none"> <li><i>Kammerer and Grant Line roads at 6 lanes from Bruceville to Bradshaw. Grant Line at 4 lanes between Bradshaw and White Rock with right-of-way preserved</i></li> <li><i>White Rock at 6 lanes to Silva Valley in El Dorado County</i></li> <li><i>Connector bypass from Latrobe Road to White Rock Road</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Kammerer and Grant Line roads at 6 lanes from Bruceville to Bradshaw. Grant Line at 4 lanes between Bradshaw and White Rock with right-of-way preserved. White Rock at 4 lanes to Silva Valley in El Dorado County</i></li> <li><i>Grade separations at Douglas, White Rock and Scott Road</i></li> <li><i>Connector bypass from Latrobe Road to White Rock Road</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Kammerer and Grant Line roads at 6 lanes from Bruceville to Bradshaw. Grant Line at 4 lanes between Bradshaw and White Rock with right-of-way preserved. White Rock at 4 lanes to Silva Valley in El Dorado County</i></li> <li><i>Grade separations at Douglas, White Rock and Scott Road</i></li> </ul>	
BRIDGES & RIVER CROSSINGS		Scenario 1	Scenario 2	Scenario 3
Sacramento River	<i>Sacramento to West Sacramento</i>	<ul style="list-style-type: none"> <li><i>Sacramento to West Sacramento</i></li> <li><i>C Street (West Sacramento) to Railyards Avenue bridge on north side of downtown Sacramento</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Sacramento to West Sacramento</i></li> <li><i>I Street Bridge rebuilt for transit/sidewalks</i></li> </ul>	
Feather River	<i>5<sup>th</sup> Street Bridge rebuilt/widened to 4 lanes</i>	<ul style="list-style-type: none"> <li><i>5<sup>th</sup> Street Bridge rebuilt/widened to 4 lanes</i></li> <li><i>10th Street Bridge widened to 6 lanes</i></li> </ul>	<i>5<sup>th</sup> Street Bridge rebuilt/widened to 4 lanes</i>	
American River	<ul style="list-style-type: none"> <li><i>Howe Bridge widened to 6 lanes</i></li> <li><i>Sunrise &amp; Watt widened to 8 lanes at US 50</i></li> <li><i>4-lane auto/transit/pedestrian/bike river crossing between Downtown and Natomas</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Howe Bridge widened to 6 lanes</i></li> <li><i>4-lane auto/transit/pedestrian/bike river crossing between Downtown and Natomas</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Howe Bridge widened to 6 lanes</i></li> <li><i>4-lane auto/transit/pedestrian/bike river crossing between Downtown and Natomas</i></li> </ul>	