

JUSTIFICATION FOR CHANGES TO COMPLETE STREETS FACILITIES (PROJECT DELIVERY)

DISTRICT 3 EA 03-2J170 SHOPP ID 20566

COUNTY: SACRAMENTO & PLACER ROUTE: 80

PROJECT POSTMILES: 17.4/18.0 & PHASE: PA&ED (ENVIRONMENTAL)
0.0/7.8

APPROVED BY: DONNA BERRY, CHIEF ENGINEER, SEPTEMBER 1, 2026

Complete Streets Scope Change:

This is a State Highway Operation and Protection Program (SHOPP) project with pavement preservation as the anchor asset located in Sacramento and Placer Counties. The corridor primarily functions as a regional vehicular facility; however, it connects to local roadways that serve multimodal users. Complete Streets elements are therefore included at selected interchange ramp terminals and intersection locations where the state highway interfaces with local multimodal facilities to enhance pedestrian accessibility and safety.

Seven curb ramps and two high visibility crosswalk locations were removed from the project scope. One high visibility crosswalk was added to the project scope.

Justification:

During PA&ED, the PDT conducted a comprehensive reassessment of curb ramps, high-visibility crosswalks, ADA compliance, and Traffic Management System components within the project limits. This effort confirmed that several previously identified curb ramp improvements have already been constructed and are ADA-compliant, requiring no modification; therefore, the originally scoped work at these locations has been removed from the project. However, although some high-visibility crosswalks currently exist, they will be replaced as part of this project due to the anticipated construction timeline in 2029, to ensure consistency, durability, and compliance at the time of construction completion.

At other locations, observed pedestrian activity, generators, and collision history did not justify including the crosswalk enhancements that had been initially scoped. The District Traffic Safety and Freeway Operation engineering team considered corridor-level factors affecting pedestrian safety, such as roadway geometry, crossing distance, traffic volumes, and operating speeds. The most effective mitigation for pedestrian safety risks would require geometric modifications or traffic control interventions beyond the objectives, budget, and schedule of this CAPM project.

As an urban freeway CAPM project, Project 03-2J170 enhances the Complete Streets network within project limits by closing existing gaps without modifying roadway geometrics. Pedestrian challenges include unyielding motorists, high vehicle speeds, limited visibility, and the absence of dedicated facilities such as marked crosswalk and pedestrian signal. Gap closure is more complex at skewed

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ramp terminals, such as the WB slip onramp from EB Douglas Blvd and the EB offramp to EB Douglas Blvd.

The north side of the Douglas Blvd interchange provides a well-marked pedestrian path that is largely signal-controlled and currently accommodates the majority of pedestrian traffic crossing the interchange. This route is also more directly connected to local transit interchanges and bus stops located on both sides of the highway. Upon completion of Project 03-2J170, the north-side path will become fully contiguous, including the installation of the final high-visibility crosswalks at the eastbound and westbound slip ramps to I-80.

Given the presence and advantages of this continuous, signal-controlled facility on the north side, the PDT determined that marking the existing unmarked crossings on the south side of the Douglas Blvd interchange would be unwise at this time. The south-side crossings are constrained by roadway geometrics and observed vehicle maneuvers, including limited spacing between intersections and the need for vehicles to traverse up to four lanes to complete turning movements.

During the Design phase (PS&E) the PDT will investigate further efforts to calm traffic at these ramp connections and provide pedestrian safety and visibility enhancements. Potential traffic calming features include the use of optical speed bar pavement markings to influence driver speed perception and encourage slower vehicle speeds; improving curve delineation with chevron alignment signs and reflective markers to better guide drivers through the turn; repositioning existing pedestrian signage to increase visibility and lead time; and adding pavement words or symbol markings, as allowed by the California Manual on Uniform Traffic Control Devices (CA MUTCD), to increase driver awareness of pedestrian activity areas.

High-visibility crosswalks, pedestrian hybrid beacons (PHB), or rectangular rapid flashing beacons (RRFB) are typically used to improve pedestrian visibility; however, at this location, such treatments would require further study due to limited sight distances to determine effectiveness.

By concentrating marked crosswalks on the north side of the interchange, the project provides a balanced approach that maintains operational efficiency while improving pedestrian safety and overall network continuity. Installation of the proposed crosswalks on the south side is not included at this time because operational and safety constraints require further study. Mitigating risk factors such as

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corridor geometry, prevailing speeds, or other operational constraints would require modifications beyond the programmed scope and funding of this CAPM project. During PDT evaluation of the interchange within the project limits, the assessment extended beyond crosswalks identified in the original scope. It was found that the pedestrian volumes along the south side of the Riverside Ave OC and Atlantic St OC do not meet volume-based warrant requirements, while a defined pedestrian path exists along the north side. Accordingly, high-visibility crosswalks will be installed or restriped where appropriate to improve pedestrian visibility and safety, while south-side crossings are subject to further investigation during the PS&E Phase. The Rocklin Rd UC is planned for replacement under Project 03-2F960; crosswalks will be marked at that time.

In addition, although not included in the original project scope, a high-visibility crosswalk will be striped at the terminal of the WB loop on-ramp from NB Riverside Ave to complete delineation of the defined pedestrian path and encourage pedestrian travel along the north side of Riverside Ave, where pedestrian volumes are higher.