

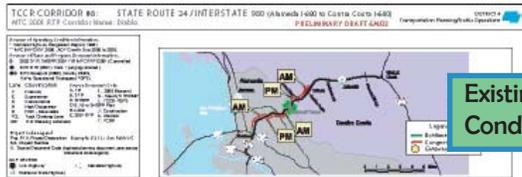
Prior System Planning Documents

Route Concept Reports (RCRs)

Route Concept Reports (RCRs) were developed between 1984 and 1989 and were prepared for all 56 routes in District 4. These reports define the concept for route development for a 20 year period (1985-2005). The concepts were based on the expertise of Caltrans Divisions of Transportation Planning and Local Assistance, Highway Operations, Environmental Planning, Safety, and other District functions. RCRs were approved by District management and signed by the District Director.

Transportation Corridor Concept Reports (TCCRs)

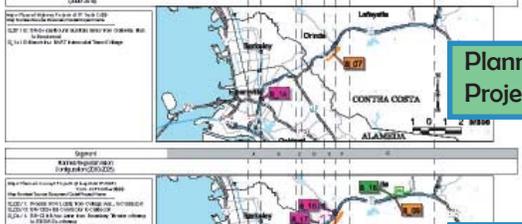
The Draft TCCRs (also known as the 4-panel map sets), developed in 2002/03, were intended to complement and expand upon the corridor based Regional Transportation Plan developed by the Metropolitan Transportation Commission (MTC) in 2001. This effort used the 16 original corridors established by MTC as a base and expanded the assessment to include 24 total corridors.



Existing Conditions



Programmed Projects



Planned Projects



Concept Projects

Current System Planning Documents

Corridor Plans (CPs)

Corridor Plans are now being developed for all 56 routes in District 4 to establish the Department's long range multi-modal transportation vision. The CPs build on the legacy of the RCRs and 4-Panel Map Sets that preceded them, updated to present a more comprehensive snapshot and vision of the corridor. Important demographic and projected growth data is included, as well as geographical information, current and emerging traffic patterns, changes in land use and projects that could impact mobility in the region. The CP also includes valuable input from local partner agencies, updated environmental and transportation policy information, and projects listed in the Metropolitan Transportation Commission (MTC) Regional Transportation Plan Mobility 2035. When completed, the Corridor Plan is adopted by Caltrans to acknowledge our vision for the future needs and improvements in that particular corridor. In doing this we seek to move forward with a plan that addresses not only transportation, but also takes into account growth impacts and environmental concerns.

Corridor System Management Plans (CSMPs)

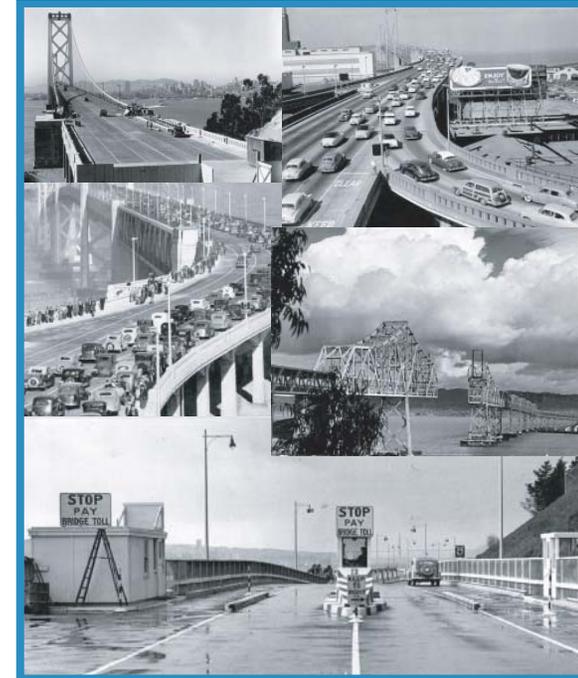
A CSMP is a comprehensive system management plan for increasing transportation options and improving travel times. A CSMP includes all travel modes in a defined corridor but focuses on highways and freeways and parallel and connecting roadways along with Intelligent Transportation System technologies. A CSMP incorporates both capital and operational improvements to increase the efficiency of corridor operations.

CSMPs are being used to evaluate all nine corridors in the Bay Area which contain a Corridor Mobility Improvement Account (CMIA) funded project, developed as part of Proposition 1B, approved by voters statewide in 2006. In March 2007, the California Transportation Commission (CTC) adopted a resolution that states that the commission expects Caltrans and regional agencies to preserve the mobility gains from the CMIA projects through joint system management strategies.

These plans are developed and implemented in partnership with regional and local transportation agencies and other partners. Caltrans plans to develop CSMPs for all urban corridors to improve mobility and optimize the investment in State Highway facilities.

<http://www.corridormobility.org/>

Corridor Plans



Division of Transportation Planning and Local Assistance

Office of System Planning



What Is System Planning?

System Planning is the State's long-range planning for the State Highway System (SHS). System Planning focuses on ensuring the development and continuity of the State's highway network based on current and future demand for travel. System planners at the California State Department of Transportation (Caltrans) conduct a variety of analyses on State routes to identify the future projects needed to ensure interregional and regional movement of people and goods. Transportation corridors are the focal point of System Planning.

Why We Do Corridor Plans

California Government Code 65086 states that "the Department of Transportation as owner-operator of the State Highway System shall carry out long term State Highway System planning to identify future highway improvements."

System Planning has evolved into a comprehensive, multi-modal envisioning of the corridor that addresses transportation, land use, and environmental issues with input from District 4 county and city government agencies and regional communities. Guided by federal, state, and regional policies and guidelines, corridor planning is focused on anticipating improvements needed to address the challenges of balancing growth, mobility, and the environment during the next 25 years.

What Is a Corridor Plan?

A Corridor Plan (CP) defines the route "concept" of a State owned/operated facility with a 25-year planning horizon. Prepared by Caltrans with regional, city and county cooperation, the Plan describes corridor characteristics such as the existing transportation network and land uses. The Plan is a statement by the Department on what changes will be required for the facility to better meet future projected travel demand.

While considering the transportation network of the corridor as a whole, including other modes, Caltrans recognizes that its authority applies to the State Highway System (SHS). The Plan's major emphasis is on State highway facilities.



Interregional Responsibility

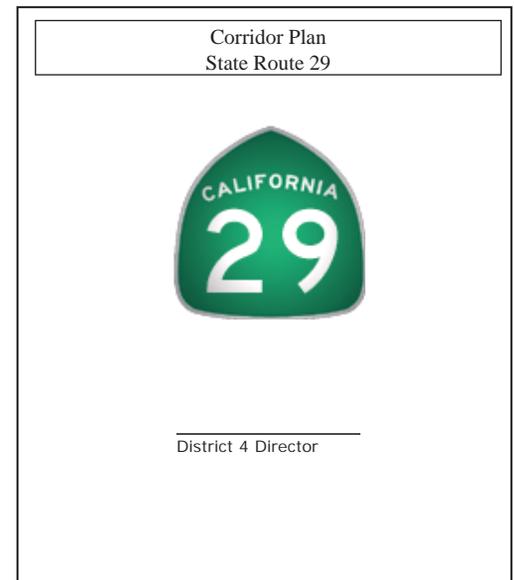
The State Highway System serves interregional and regional travel demand, connecting local roads to the state and interstate highway network. SHS facilities range from two-lane conventional rural highways to multi-lane urban freeways and include major bridges and tunnels among other highway facilities. The SHS provides access to specific destinations such as public facilities and major tourist attractions. Development and modification of the SHS is conducted in the context of the regional and statewide mobility of people and goods.

Corridor Plan Consistency

Corridor Plans are developed in light of several levels of government policy and direction. Applicable federal and State guidelines, such as the Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU), the California Transportation Plan 2030 (CTP 2030), and the Interregional Transportation Strategic Plan (ITSP) provide the foundation for Corridor Plans. The current State Highway Operation and Protection Program (SHOPP), the State Transportation Improvement Program (STIP) and the Regional Transportation Plan (RTP) are also considered in the development of the Corridor Plan.

Inside a Corridor Plan

- I. Corridor Planning Process
 - Introduction
 - Purpose and Need
 - State's Interregional Responsibility
 - Corridor Plan Consistency
- II. Concept Summary
- III. Corridor Overview
 - Corridor Description
 - Alignment and Terrain
 - Demographics
 - Land Use
 - Environmental Constraints
 - Route Designation
 - Trip Information
 - Traffic Data
 - Transit Services
 - Bicycle and Pedestrian Facilities
 - Additional Issues
- IV. Corridor Segmentation
- V. Corridor Concept Development
 - The Corridor Concept conveys Caltrans' vision for a route with respect to corridor capacity and operations for a 25-year planning horizon.



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