

880 Fact Sheet

INTERSTATE 880 corridor system management plan



Interstate 880 CSMP: Connecting the Bay Area

Interstate 880 connects the San Francisco-Oakland Bay Bridge with Silicon Valley, serving Port of Oakland, Oakland International Airport, Mineta International Airport in San José, and about ten eastern Bay Area cities. I-880 also provides a critical link for the movement of goods between the Central Valley and Port of Oakland north of the I-238/580 Corridor interchange. On its southern end, the I-880 corridor carries commuters to and from work in the “high-tech capital of the world.”

Understanding CSMPs

A Corridor System Management Plan (CSMP) responds to the following questions:

- **How is a corridor performing?**
- **Why is it performing that way?**
- **What strategies and improvements best address the problems?**

The need for preparing CSMPs is based on the need to efficiently and effectively use all transportation modes and facilities in congested corridors so as to maximize mobility, improve safety and reduce delay costs. Each CSMP will address highways, local parallel roadways, regional transit services and other regional modes pertinent to corridor mobility.

The California Transportation Commission (CTC) requires CSMPs be developed for corridors within which projects are funded from the Corridor Mobility Improvement Account (CMIA – created by the passage of Proposition 1B in November 2006).

Corridor Area and Partner Agencies

Caltrans is working in partnership with local agencies and groups to develop a CSMP for the 42-mile long I-880 Corridor, whose limits are the I-280 interchange in Campbell to Oakland near the San Francisco-Oakland Bay Bridge.

The I-880 CSMP is expected to be completed by Fall 2009. Its recommendations will then be considered in the transportation planning processes that are conducted by Caltrans, the Metropolitan Transportation Commission (MTC), the Alameda County Congestion Management Agency (ACCMA), and the Santa Clara Valley Transportation Authority (VTA); all agencies that are responsible for funding and implementing regional and interregional transportation projects.

Steps in I-880 CSMP Development Process

- Identify Stakeholder Team and Describe Corridor
- Identify Existing Corridor Performance and Current Corridor Management Strategies
- Complete Corridor Performance Assessment & Identify Potential Strategies
- Complete Evaluation of Potential Strategies
- Complete Draft CSMP (June 2010)
- Adopt Final CSMP (Sept. 2010)

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Top 10 congested Locations (2007) for Interstate 880

Morning Peak-Period

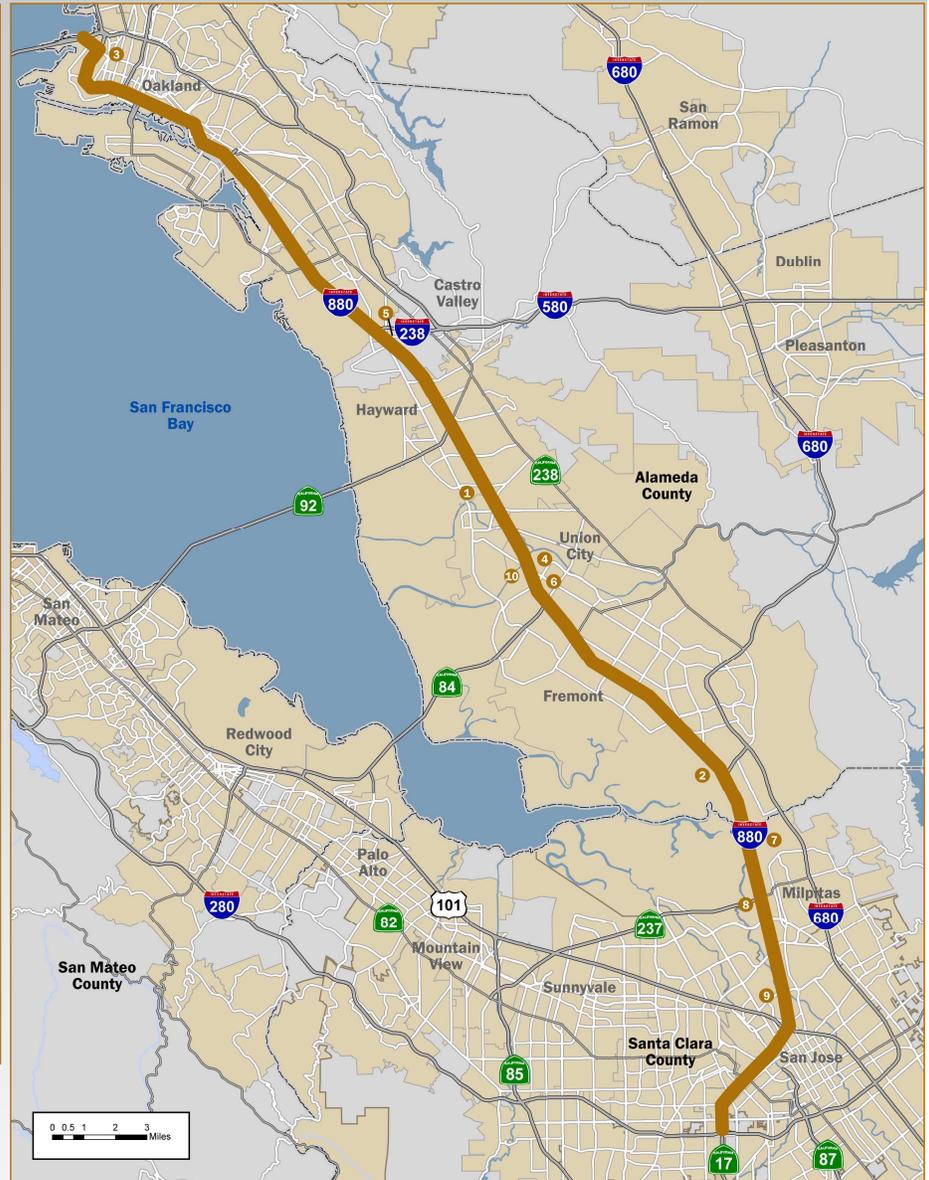
- 1 South Bound Marina Boulevard to south of Industrial Parkway — 3,790 VHD*
- 2 South Bound Thornton Ave. to Mission Blvd. — 2,640 VHD*
- 3 South Bound North of West Grand Avenue to Maritime Street — 2,450 VHD*
- 4 North Bound Fremont Blvd. North to Tennyson Road — 1,200 VHD*
- 5 North Bound Hesperian Blvd. to Davis St. — 590 VHD*

Evening Peak-Period

- 6 North Bound Decoto Road to Tennyson Road — 2,880 VHD*
- 7 North Bound South of Dixon Landing Road to north of Mission Blvd. — 2,330 VHD*
- 8 South Bound SR-237 to Brokaw Road — 1,270 VHD*
- 9 South Bound Brokaw Road to Bascom Ave — 960 VHD*
- 10 South Bound Industrial Blvd. to Fremont Blvd — 640 VHD*

Source: State of the System 2008

* VHD stands for Daily Vehicle Hours of Delay. Delay occurs when average travel speed falls below 35 mph for 15 minutes or more.



Corridor Specific Issues

- Truly intermodal corridor including freeways, major arterials, rail, bus transit and ferry service
- Key international trade corridor (Port of Oakland and commercial airports in Oakland and San José)
- Trucks comprise between 4-11% of daily traffic
- Urban freeway with major traffic generators corridor-wide: event/retail venues, commercial, industrial and residential centers
- Central Business Districts for two of the largest cities in California at either end (Oakland and San José)
- Transbay collector from three bridges: Bay Bridge (I-80), San Mateo Bridge (SR-92), and Dumbarton Bridge (SR-84)
- Transportation management technology widely deployed

For questions regarding the CSMP, please contact D4 Senior Transportation Planner **Erik Alm** at 510-286-6053 or email at erik_alm@dot.ca.gov

The CSMP requirement is noted in the Baseline Agreements of all projects receiving CMIA funding. CMIA funds have been allocated for the following improvement project on the I-880 Corridor:

- HOV Lanes SR-237 to US-101
- SB HOV Lane from Marina to Hegenberger

Caltrans District 4 is the lead agency on CSMP development in cooperation with regional and local transportation partners and stakeholders. Progress on CSMP milestones is monitored by the CTC-appointed CMIA Delivery Council.