

# Fact Sheet

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**INTERSTATE 80/CAPITAL CITY FREEWAY** corridor system management plan



## CSMP: A Multi-Modal Approach to Corridor Operations

Caltrans and its partners are taking a dynamic turn in transportation planning and system operations, with the creation of Corridor System Management Plans (CSMPs), for corridors associated with the Corridor Mobility Improvement Account (CMIA) and the Highway 99 Bond Program created by the passage of Proposition 1B in November 2006.

A CSMP is a foundation document supporting the partnership based, integrated management of all travel modes (transit, cars, trucks, bicycles) and infrastructure (rail tracks, roads, highways, information systems, bike routes) in a corridor so that mobility along the corridor is provided in the most efficient and effective manner possible.

### Interstate 80

Interstate 80 (I-80) is a major east-west route that passes through the Sacramento region, connecting it with the San Francisco Bay Area, Lake Tahoe, and further east to the State of New Jersey.

The CSMP network includes I-80 from State Route 113 in Yolo County to Sierra College Boulevard in Placer County, all of the Capital City Freeway (State Route 51), select parallel and connector roadways and bikeways located in multiple jurisdictions, transit services that include express bus from several operators, as well as light rail and intercity rail.

Caltrans District 3 has taken the lead on CSMP development in cooperation with the Placer County Transportation Planning

Agency (PCTPA), Yolo County Transportation District (YCTD), Sacramento Area Council of Governments (SACOG), and other agencies and stakeholders.

### Major Corridor Mobility Challenges

- Severe, recurrent highway and roadway traffic congestion
- Limited parallel roadway capacity
- Lack of signal coordination on key arterials
- An incomplete bus/carpool lane system
- An incomplete set of freeway auxiliary lanes
- Loss or dropping of freeway lanes at specific locations
- Incomplete ramp metering
- Transit facilities approaching capacity
- Inadequate transit capital and operations funding needed to grow transit ridership, and
- Gaps and barriers within the bicycle route network.

### I-80 CSMP Sections

- Current Corridor System Management Strategies
- Major Corridor Mobility Challenges
- Performance Measures
- Planned Corridor System Management Strategies
- Congestion and Bottleneck Analysis

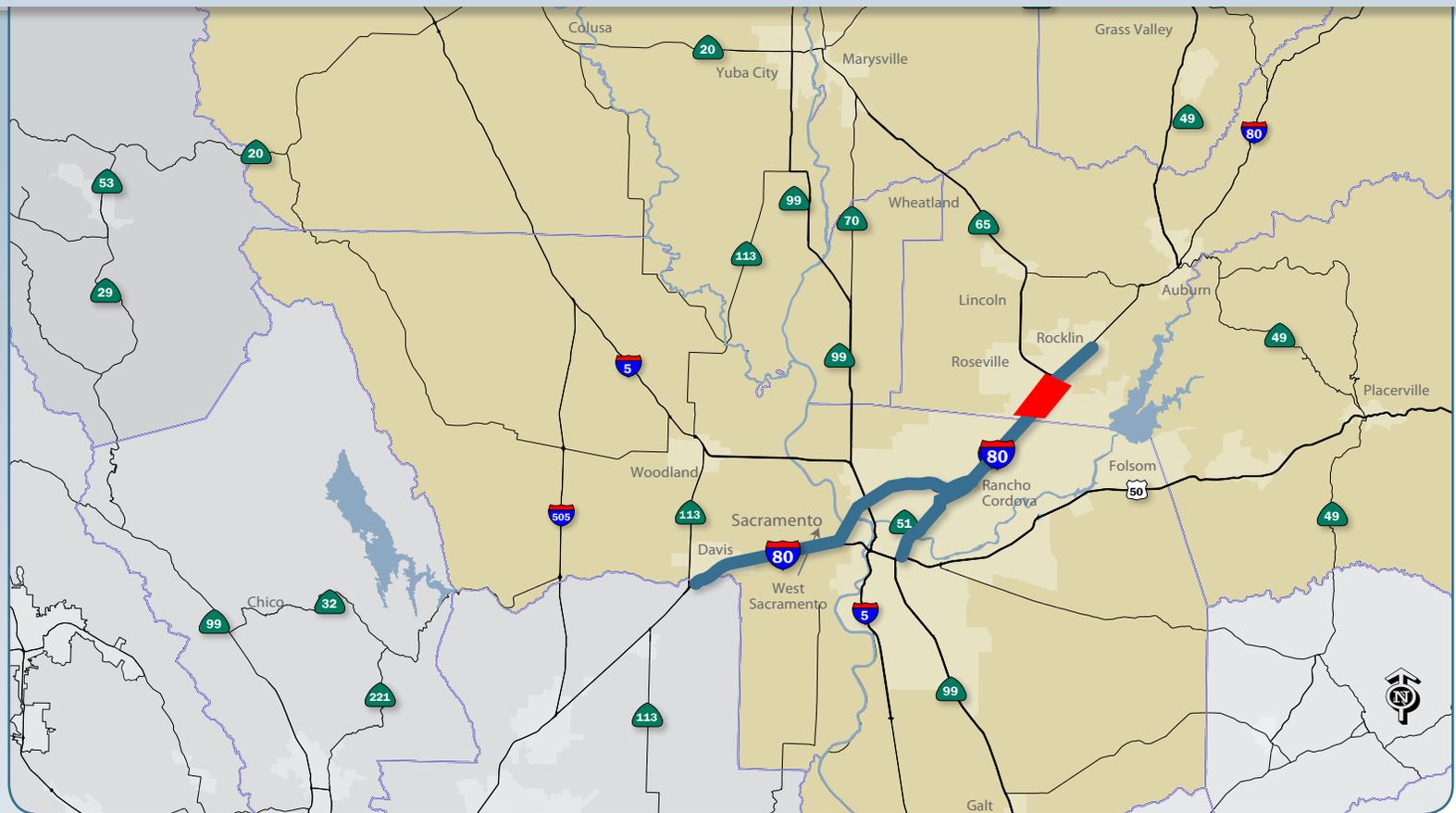
### Next Steps

- Final CSMP Completed in May 2009
- Acceptance of the Final CSMP by PCTPA and SACOG and Caltrans approval in June 2009
- Implement first generation CSMP
- State of the Corridor performance report prepared annually
- CSMP updated every two years or as warranted

**CALTRANS DISTRICT 3**

corridor system management plan

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## CMIA Project

The CSMP directly supports the implementation of the CMIA project in the corridor and identified on the map above:

Construction of bus/carpool and auxiliary express lanes, and related improvements along I-80 from just west of the Sacramento/Placer County line to State Route 65.

## For More Information...

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## Management Strategies, Capital and Visionary Projects

The CSMP includes both capital and operational concepts to improve corridor mobility. The corridor-wide focus addresses multiple travel modes and strategies – highways and freeways, parallel and connecting roadways, public transit (bus, bus rapid transit, light rail, intercity rail), bikeways, and intelligent transportation technologies with a common goal: optimizing public infrastructure investment.

### Corridor Management Strategies

Are based on the following 5 principles:

- Manage all modes and facilities in the corridor as a single system, beginning with the transportation network defined in this CSMP.
- Implement comprehensive and dynamic multimodal monitoring and reporting for the system and for all modes.
- Develop and use micro-simulation modeling to identify mobility challenges and to evaluate proposed solutions.

- Complete the projects included in the regional transportation plans, with an emphasis on the completion of the key mobility improvement projects identified in this CSMP.
- Implement the specific strategies outlined in this CSMP.

### Key Capital and Visionary Projects

The CSMP contains a number of key capital projects that have been identified as most critical to corridor mobility. These are included in the SACOG MTP for 2035 and PCTPA RTP.

Visionary projects are not yet included in other regional planning documents but appear to offer considerable corridor mobility benefits and merit further analysis and consideration for inclusion in future regional transportation planning documents.