Fact Sheet

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HIGHWAY 50 corridor system management plan

US 50 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 SACOG and EDCTC 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

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.

Highway 50

Highway 50 (US 50) is a cross-country highway connecting Sacramento with the East Coast. The CSMP network includes US 50 from the US 50/Interstate 80 interchange in the City of West Sacramento to the US 50/Cedar Grove exit in the El Dorado County community of Camino, as well as select parallel roads, transit services, and bike routes.

Caltrans District 3 has taken the lead on CSMP development in cooperation with the El Dorado County Transportation Commission (EDCTC) and Sacramento Area Council of Governments (SACOG), and other agencies and stakeholders.

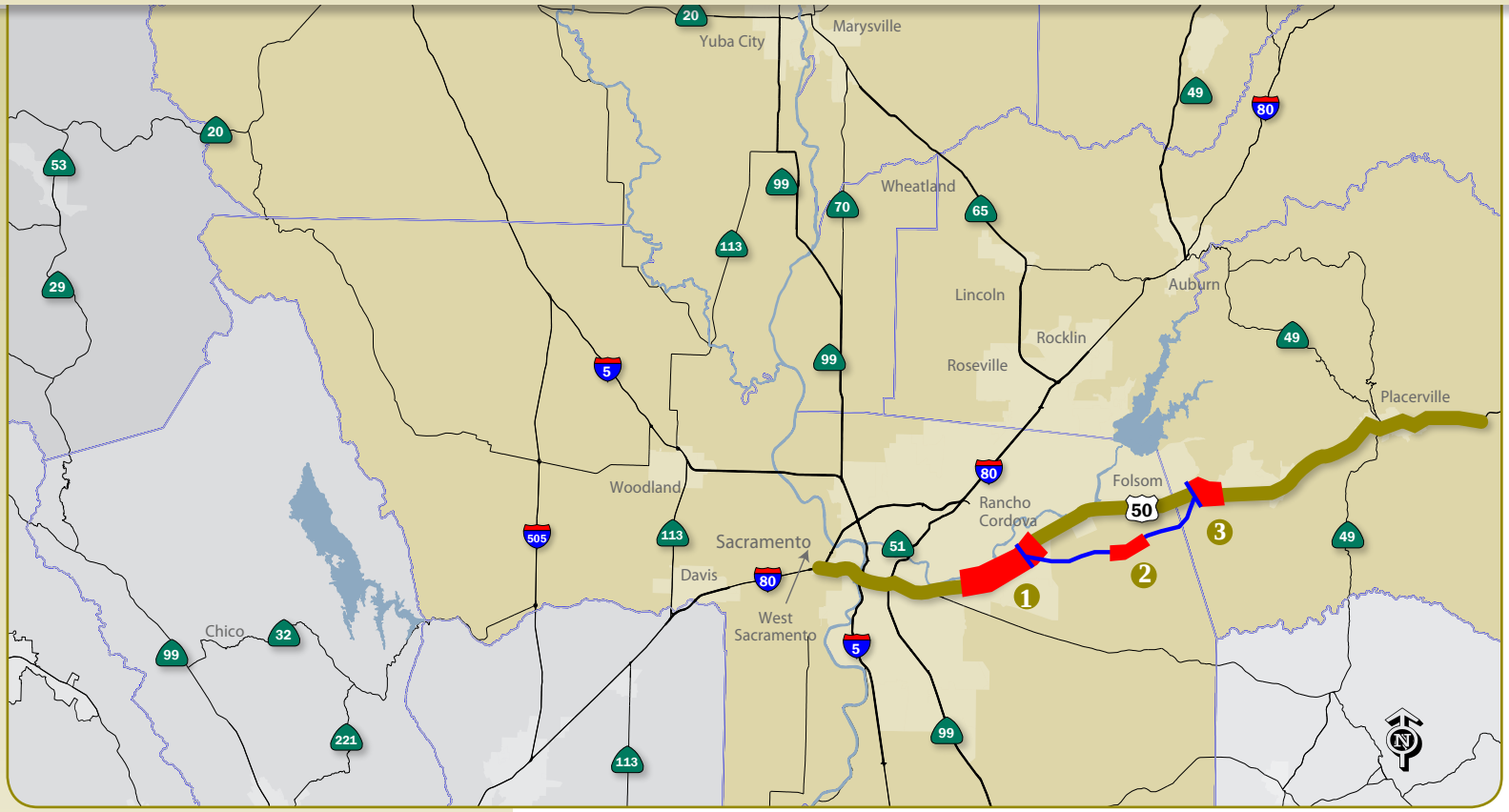
Major Corridor Mobility Challenges

High demand for mobility services, especially during peak commute periods, is creating significant traffic congestion and impairing mobility in the corridor. Heavy congestion and stop-and-go traffic contributes to increased vehicle emissions and added travel costs. Many transit services are operating at maximum passenger carrying capacity and buses often must contend with the same congestion as autos. In many locations, bicyclists have to compete for space on these same facilities.

Some of the identified corridor-specific issues include:

- Severe, recurrent highway and roadway traffic congestion
- An incomplete bus/carpool lane system
- An incomplete set of freeway auxiliary lanes
- Limited parallel roadway capacity
- Inadequate transit capital and operations funding needed to grow transit ridership
- Inadequate bicycle and pedestrian access to transit, and
- Gaps and barriers within the bicycle route network.

Additionally, EDCTC has identified safety and operational issues between the Smith Flat interchange and east of the Upper Carson Road/Camino intersection.



CMIA Projects

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

1. High occupancy vehicle (HOV) lanes from Watt Avenue to Sunrise Boulevard
2. White Rock Road expansion from Grant Line Road to Prairie City Road
3. HOV lanes from El Dorado Hills Boulevard to Bass Lake Road.

For More Information...

Contact District 3 Corridor Planning Manager Nieves Castro
916-274-0638
email: nieves_castro@dot.ca.gov

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 EDCTC RTP. The CSMP also includes key capital projects identified by the Highway 50 Partnership.

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.