

# Fact Sheet

STATE ROUTE 4 corridor system management plan



## Steps in State Route 4 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 (July 2010)
- Adopt Final CSMP (Sept. 2010)

## State Route 4 CSMP: Congestion Relief along the California Delta Highway

State Route 4 is an east-west route providing interregional connection between the Central Valley and Bay Area. SR 4 provides access to the Interstate system (connecting to I-80, I-680) and regional routes such as SR 242. As the SR 4 bypass is completed this route will then provide access to I-580 in the Tri Valley.

The State Route 4 corridor being addressed in the CSMP is over 31 miles long and begins in the city of Hercules at I-80, traversing unincorporated Contra Costa County, as well as the cities of Martinez, Concord, Pittsburg and Antioch before ending at the SR 4/SR 160 interchange. A portion of the segment between I-80 and I-680 is classified as a conventional highway while the remaining segments are freeway.

## 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 Nov. 2006).

## Corridor Area and Partner Agencies

Caltrans is working in partnership with local agencies and groups to develop a CSMP for the SR 4 Corridor, whose limits are from I-80 in the City of Hercules to the SR 4/SR 160 Interchange in the City of Antioch.

This SR 4 CSMP is expected to be completed by Fall 2010. Its recommendations will then be considered in the transportation planning processes that are conducted by the Metropolitan Transportation Commission (MTC), Caltrans and the Contra Costa Transportation Authority (CCTA); all agencies that are responsible for funding and implementing regional and interregional transportation projects.

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### Congested Locations (2007) for SR 4

#### Morning Peak-Period

- 1 West Bound SR 4 from A Street/Lone Tree Way to SR 242 — 4,750 VHD\*

#### Evening Peak-Period

- 2 East Bound SR 4 from Bailey Road to G Street — 3,140 VHD
- 3 East Bound SR 4 from Solano Way to Port Chicago Highway — 1,220 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.



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 SR 4 Corridor:

- Widen from Somersville Road to SR 160

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.

## Corridor Specific Issues

- Regional connection between I-80 and I-680; interregional connection to Delta region and Stockton
- Commuter link between East Contra Costa County and other East Bay-San Francisco employment centers
- High rates of delay due to commute, freight and recreational traffic
- Adoption of the State Route 4 Bypass into the State Highway System in progress
- BART serves much of the corridor east of SR-242; eBART is planned as a major extension
- Jobs/Housing Imbalance a factor in congestion growth
- Bicycle/Pedestrian access barriers to transit exist in many communities.

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](mailto:erik_alm@dot.ca.gov)