

Increasing Efficiency, Improving Mobility

CORRIDOR SYSTEM MANAGEMENT PLANS

Breaking Through the Gridlock

csmp

CALTRANS DISTRICT 3

corridor system management plans





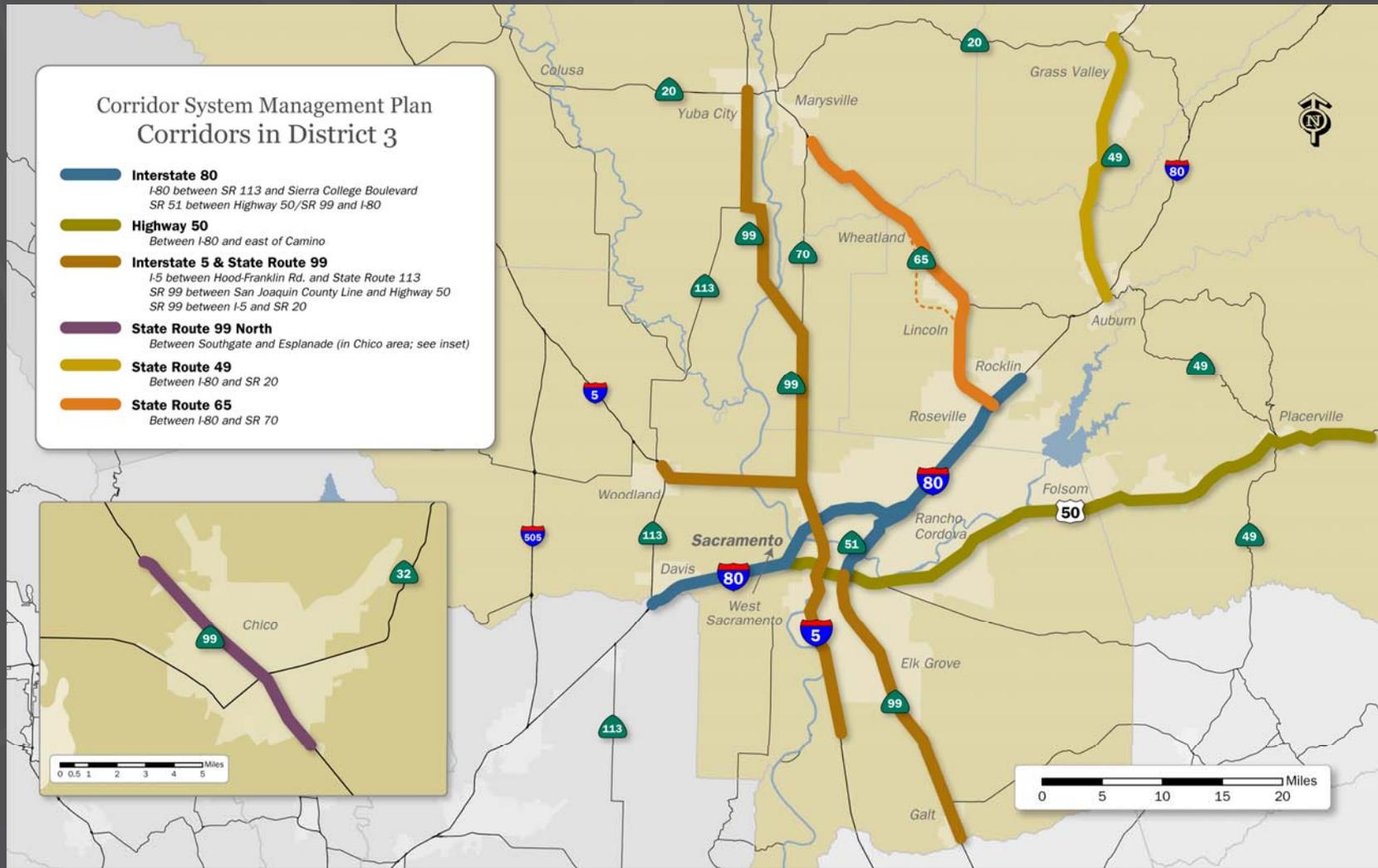
Q: What is a CSMP?

Partnership based, integrated management of modes, infrastructure and information systems to maximize mobility within a defined corridor network in the most efficient and effective manner possible.

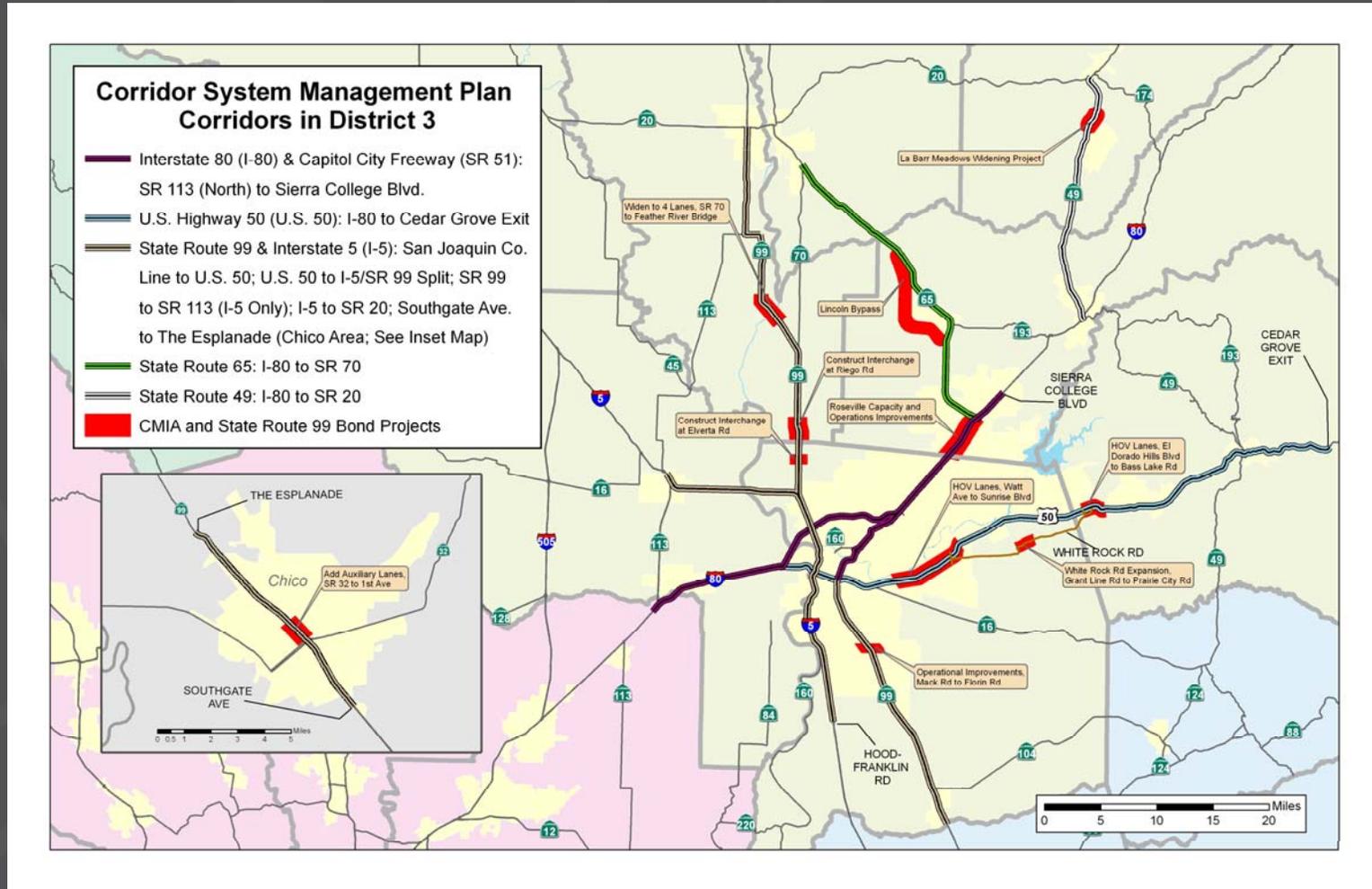
Created for corridors associated with the Corridor Mobility Improvement Account (CMIA) and Highway 99 Bond Program – Proposition 1B.



Corridors in District 3



Corridors in District 3





Partners

- Caltrans District 3
- Regional and local transportation agencies (SACOG, EDCTC, PCTPA, NCTC, BCAG, STA)
- Cities and Counties
- Transit Providers
- Transportation Management Associations
- 50 Corridor Mobility Partnership
- Advocacy Groups





CSMPs work with other plans...

- Inform Regional Transportation plans
- Do not replace regional or local plans.
- Provide a strategy for coordination and integration among agencies to ensure more efficient corridor operations.





Contents of a CSMP

CSMPs include:

- Current Management Strategies
- Mobility Challenges
- Performance Measures
- Potential Management Strategies
- Key Capital Projects
- Visionary Projects
- Micro-Simulation Scenario Testing





CSMP's aren't just about cars...

The managed CSMP network includes selected:

- Highways
- Parallel and connecting roadways
- Public transit
(bus, bus rapid transit, light rail, intercity rail)
- Bike Routes
- Intelligent Transportation System technologies





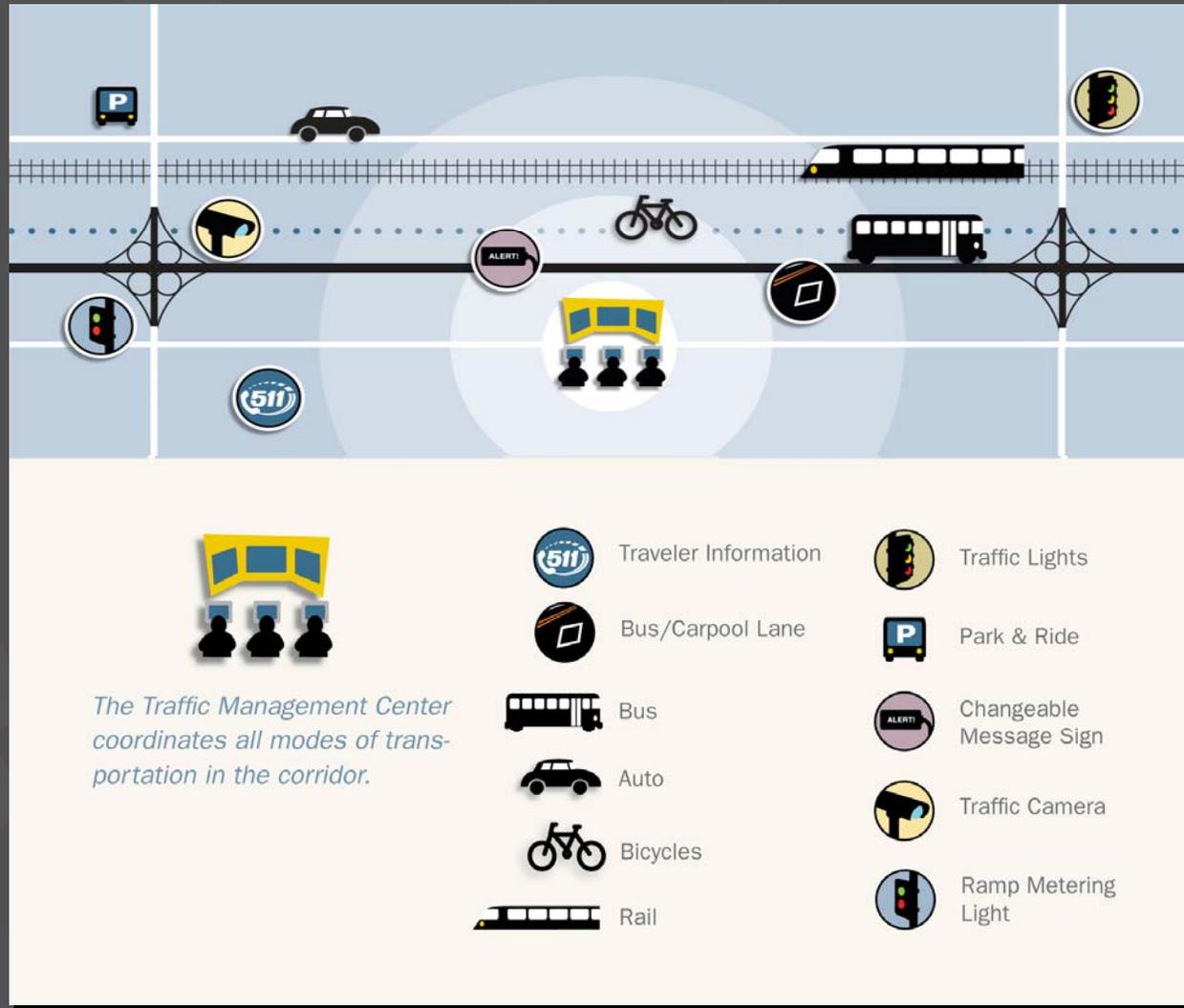
CSMP's are cutting edge...

They incorporate Intelligent Transportation Technologies

- Ramp metering
- Coordinated traffic signals
- Dynamic message signs for traveler information
- Incident management
- Bus/carpool lanes
- Carpool/vanpool programs
- Transit strategies
- Traveler information services



CSMP Schematic



The Traffic Management Center coordinates all modes of transportation in the corridor.

- Traveler Information
- Bus/Carpool Lane
- Bus
- Auto
- Bicycles
- Rail
- Traffic Lights
- Park & Ride
- Changeable Message Sign
- Traffic Camera
- Ramp Metering Light





Performance Measurement

- Basic to corridor management
- Vital for sound investment selection
- Critical to knowing whether intended outcomes occur
- Continuous process
- Annual State of the Corridor Report





Performance Measures

- Person and vehicle delay
- Travel time
- Reliability
- Collision Rates/Safety
- Pavement condition
- Transit – available seating capacity/on-time?
- Bicycles – connectivity, detection, safety?





Six Broad Strategies

- 1) Create a multi-agency corridor management team comprised of service providers, infrastructure owner/operators, and capital project sponsors.
- 2) Develop and use micro-simulation traffic modeling to help identify mobility problem locations, test potential operational and capital solutions, and visually demonstrate current and future travel patterns.





Broad Strategies:

- 3) Implement full set of traffic monitoring and detection, traffic operations, and traveler information systems on highways, roads and transit to enable active system management across agencies that is responsive to changing conditions.
- 4) Implement a continuous bus/carpool lane network, with direct freeway-to-freeway bus/carpool lane connectors, auxiliary lanes, and full ramp metering.





Broad Strategies:

- 5) Expand transit options by double tracking the entire light rail line, grade separating light rail wherever feasible, expanding express and feeder bus services, and implementing bus rapid transit on select roads and transit ways.

- 6) Close gaps on key bicycle routes; install bicycle detection equipment at all signalized intersections; improve freeway ramp intersections on bicycle routes to provide bicyclist friendly design, and install bicycle count devices at key locations.





U.S. Highway 50

- Complete bus/carpool lane system
- Double track light rail to Folsom
- Grade separate light rail
- Extend high capacity transit services to El Dorado Hills
- Auxiliary lanes between interchanges
- Full highway TOS and roadway TOS as applicable
- Signal synchronization and interlink with freeway ramps
- Bicycle connectivity across barriers and to transit





State Route 65

- Complete Lincoln Bypass to 4-lane configuration
- Construct bus/carpools lanes and direct connector with I-80
- Implement enhanced express bus services in bus/carpool lanes and BRT
- Implement full highway TOS
- Signal synchronization and interlink with freeway ramps
- Improve bicycles connectivity and corridor travel





Interstate 80/Capitol City Freeway

- Complete bus/carpool lane system
- Double track light rail and extend, increase Capitol Corridor passenger rail service
- Implement full highway TOS and auxiliary lanes
- Expand express bus services and BRT
- Signal synchronization and linkage with ramp meters
- Improve bicycles connectivity and ability to travel along corridor





State Route 99/Interstate 5

- Complete bus/carpool lane system
- Double track light rail and extend to Elk Grove south and Sacramento International north
- Expand San Joaquin passenger rail service
- Auxiliary lanes and full TOS
- Signal synchronization and linkage with ramp meters
- Increase river crossing opportunities
- Enhance corridor bicycles facilities



Website: www.corridormobility.org



corridor mobility
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HIGHWAY CORRIDOR BY ROUTE > **I-80** **US 50** **I-5 & SR 99** **SR 99 Chico** **SR 49** **SR 65** | HOME | DOCUMENTS | CALENDAR | LOGIN

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BREAKING THROUGH THE GRIDLOCK:
Coordinated Planning for the Future in the Greater Sacramento Area

Caltrans is bringing an intense focus to California's most heavily congested travel corridors - aimed at increasing transportation options, decreasing congestion, and improving travel times. Working together with cities, counties, regional transportation planning agencies, transit operators, bicycle groups, and others - Caltrans is developing Corridor System Management Plans (CSMPs) that integrate capital improvements, traffic and transit management strategies and planning toward one common goal: keep people and goods moving safely and efficiently through a corridor.

features

Corridor Updates Available Now
[SR 49 Corridor Update](#)
[US 50 Corridor Update](#)
[I-80 Corridor Update](#)

About this website
This website provides information and opportunities to comment on the development of CSMPs in six corridors in Caltrans District 3, including segments of Interstate 80, Highway 50, Interstate 5 and State Route 99 (Sacramento area), State Route 99 (Chico area), State Route 49, and State Route 65.

Please check frequently the [recent updates](#) page or use our [RSS feed](#) for updates on this process, and take advantage of the opportunity to comment. We welcome your participation in this innovative process!

In case you need it, you can find out about RSS in our tutorial. [Learn more...](#)



Corridor Updates



September 2008
www.corridormobility.org
HIGHWAY 50 corridor system management plan

Corridor Update

CSMP: A Multi-Modal Approach To Corridor Operations



Californians recognized the critical need to reduce congestion on our vital travel corridors when they approved new transportation funding through the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, known as Proposition 1B, in November 2006. Along with the new funding came the responsibility to ensure that money is used efficiently and produces measurable results. Caltrans is working in partnership with local agencies and groups to develop a Corridor System Management Plan (CSMP) for the United States Highway 50 (US 50) Corridor, between I-80 and east of Camino. The plan, which will be continuously updated, integrates and coordinates the operations of all travel modes – the freeway, parallel and connecting roadways, public transit, and bikeways – with intelligent transportation systems and transit strategies. The CSMP will ensure that this corridor is eligible to receive funds from the Proposition 1B-funded Corridor Mobility Improvement Account.

The CSMP will include an analysis of traffic conditions and propose how to maximize the existing infrastructure by coordinating proven methods and technologies such as ramp metering, coordinated traffic signals, changeable message signs for traveler information, incident management, bus/carpool lanes, and transit strategies like feeder buses to light rail and bus rapid transit. The CSMP will also include performance measures to ensure that taxpayer money is efficiently and effectively used.

This first-generation Highway 50 CSMP is expected to be completed by Spring 2009. Its recommendations will then be considered in the transportation

Steps in the Process

- Identify existing corridor performance – September 2008
- Identify current corridor management strategies – October 2008
- Identify major corridor challenges – November 2008
- Develop Draft CSMP – December 2008
- Final CSMP to CTC – May 2009

Upcoming Meetings

- Focus meeting for Sacramento/Yolo stakeholders – September 2008
- Focus meeting for El Dorado/Folsom stakeholders – September 2008

Automated message signs provide timely traveler information.



Call boxes automatically identify the location of a stranded traveler who needs assistance.



CALTRANS DISTRICT 3
corridor system management plan

www.corridormobility.org
HIGHWAY 50 corridor system management plan

Highway 50 Corridor System Management Plan Transportation Network



Options Concept

Options for more efficient travel modes will be encouraged and a mix of modes will be provided. The plan will include a mix of travel modes, including:

- Highway 50, from I-80 in the City of West Sacramento, through Sacramento and El Dorado Counties, ending at the Carson Road interchange in the Camino area.
- Select roadways that provide parallel capacity to Highway 50 and offer a realistic alternative for vehicle trips using the State Highway.
- Bus and rail routes, including Amtrak Capitol Corridor, which provides feeder bus service from Placerville to the station in downtown Sacramento, the UC Davis/UCD Medical Center shuttle, Sacramento Regional Transit, El Dorado County Transit, and the Folsom Stage Lines; park and ride lots adjacent to or near Highway 50.
- Bicycle routes and facilities.

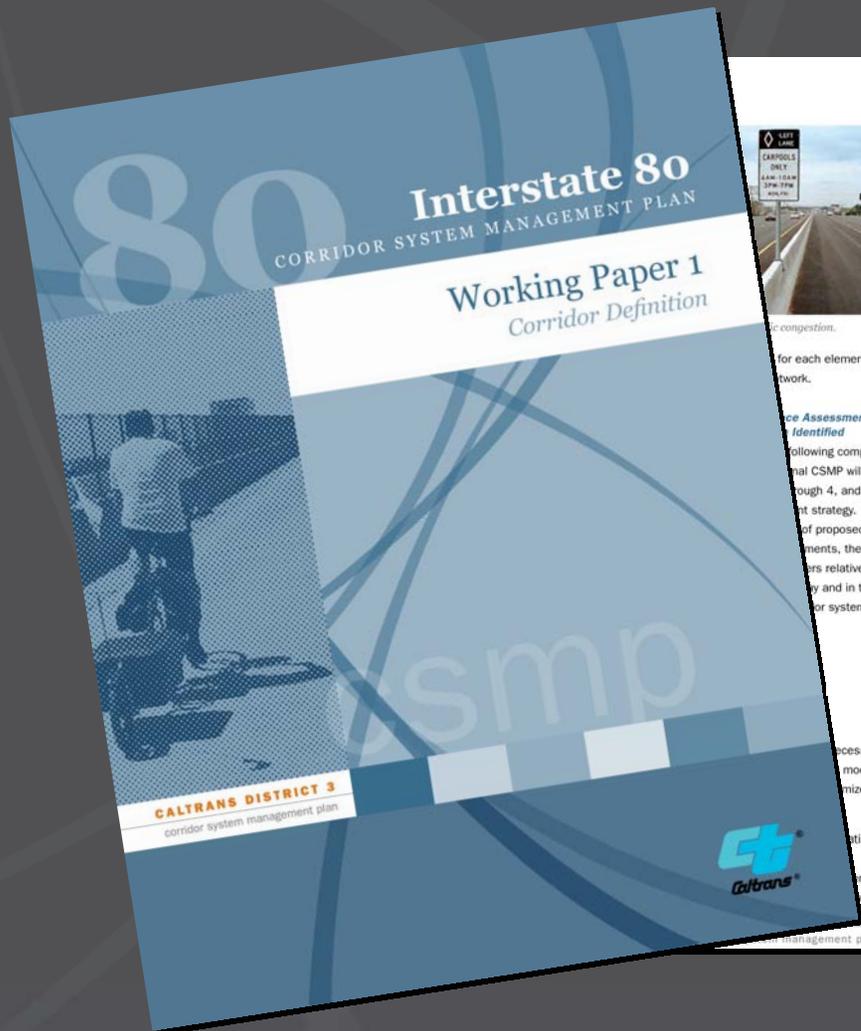
Defining the CSMP Transportation Network

The proposed Highway 50 CSMP network to be managed is a mix of travel modes, roadways and transit facilities that provide mobility through the corridor. What is included will be determined through a collaborative process. Proposed are:

- Highway 50, from I-80 in the City of West Sacramento, through Sacramento and El Dorado Counties, ending at the Carson Road interchange in the Camino area.
- Select roadways that provide parallel capacity to Highway 50 and offer a realistic alternative for vehicle trips using the State Highway.
- Bus and rail routes, including Amtrak Capitol Corridor, which provides feeder bus service from Placerville to the station in downtown Sacramento, the UC Davis/UCD Medical Center shuttle, Sacramento Regional Transit, El Dorado County Transit, and the Folsom Stage Lines; park and ride lots adjacent to or near Highway 50.
- Bicycle routes and facilities.

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Working Papers and CSPM Documents



programs were established following the passage of the transportation bond propositions in the November 2006 election. The California Transportation Commission (CTC) has since adopted guidelines and adopted a program of projects for funding.

On March 15, 2007, the CTC adopted Resolution CMIA-P-0607-02. In Sections 2.12 and 2.13 of this resolution, the CTC resolved that "...the Commission expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time that will be described in CSMPs, which may include the installation of traffic detection equipment, the use of ramp metering, operational improvements, and other traffic management elements as appropriate..." and "...the nominating agencies shall report the status of development and implementation of the corridor system management plans, including the installation of detection equipment and other supporting elements, to the project delivery council on a semi-annual basis..."

1.2.2 Corridor System Management Planning Strategy
The corridor system management strategy exhibited in each CSMP is based on the integration of system planning and system management.

System Planning is Caltrans' long-range transportation planning process that evaluates the current and future operating conditions and deficiencies on the State transportation system. Improvements are recommended to maintain mobility by minimizing or alleviating the identified deficiencies. The process considers the entire transportation system on and off the State Highway

CSMPs respond to the need to efficiently and effectively employ all transportation modes and facilities in a congested corridor; CSMPs are also required to qualify for some highway improvement bond programs.

CHAPTER TWO corridor definition and description

STATE 80 CSMP PARALLEL BICYCLE ROUTES

From	To	Facility Class*
Sac. No. Railroad Bikeway	Roseville Rd.	II, Uncl.
Grand Av.	Longview Dr. LRT	Uncl.
Grand Av.	Roseville Rd.	Uncl.
Auburn Bl. @ Marconi Av.	City Wy.	Uncl.
Auburn Bl.	City Wy.	II, Uncl.
Roseville Rd.	Vernon St.	Uncl.
City Wy.	Vernon St.	II
Vernon St.	Atlantic St.	Uncl.
Darling Wy.	Dry Creek Trail	Uncl.
Dry Creek Trail	Royer Creek Footbridge	II
Royer Creek Footbridge	Washington Bl.	I
Vernon St.	Atlantic St.	Uncl.
Atlantic St.	Wills Rd.	Uncl.
Wills Rd.	Gallena Bl.	II
Gallena Bl.	Antelope Creek Trail	II
Antelope Creek Trail	Springview Dr.	II
Springview Dr.	Sunset Bl.	I
Sunset Bl.	Pacific St.	II
Pacific St.	Taylor Rd.	II
Pacific St.	Sierra College Bl.	II
Pacific St.	Sierra College Bl./180 JC	II
	Sierra College Bl.	II, III

Solutions * Facility Class = I, II, III, or Unclassified road
 (SAC) = Placer County (PLA) = Multiple Counties

Bicyclist on a Class I bike path near I-80 in route to I-205.

Other bicycle facilities proposed for inclusion in the transportation network are described in Table 2.4 displayed in Figure 2.2.

Available facilities in this CSMP include Class I (on-street bike paths), Class II (on-street lanes) and Class III (on-street bike paths).

INTERSTATE 80 corridor system management plan | 25 |



Stakeholder Meetings





Contact

Review draft CSMPs -: www.corridormobility.org

Comments by February 17 to:

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