smart corridor
INTERSTATE 80
INTEGRATED CORRIDOR MOBILITY

I-80 ICM FACT SHEET

INTERSTATE 80 ICM CORRIDOR SYSTEM MANAGEMENT PLAN

STEPS IN I-80 CSMP DEVELOPMENT PROCESS

- Identify Stakeholder Team and Describe Corridor
- Identify Existing Corridor Performance and Current Corridor Management Strategies
- Complete Corridor Performance Assessment and Identify Potential Strategies
- Complete Draft Traffic Operations Analysis Report
- Complete Evaluation of ICM Strategies
- Complete Draft CSMP (July 2010)
- Adopt Final CSMP (September 2010)

INTERSTATE 80 CSMP

Interstate 80 is a major east-west freeway connecting San Francisco to Solano County (and beyond), passing through Alameda County and Contra Costa County. The corridor has ranked as the most congested corridor in the entire San Francisco Bay Area during the last six years. Currently, the demand on the freeway exceeds the roadway capacity, causing unreliable travel times, inconsistent operating speeds, breakdowns, as well as diversion to the local arterials. The congestion on the roadway network contributes to an increase in incident rates, including rear-end accidents on both freeway and local arterials. These contribute to delays for transit services operating along the corridors. The combined effect of the incidents and the congestion hinders efficient response times and creates additional secondary incidents.

Building additional freeway capacity is not feasible on the I-80 corridor due to right of way, financial, environmental, and political constraints. Corridor System Management Plan (CSMP) solutions therefore focus on strategies that:

- Maximize the efficiency of the existing roadway system.
- Encourage increased use of other modes.
- Reduce the occurrence and impact of incidents.
- Reduce or manage peak period vehicle travel demand.

UNDERSTANDING CSMPS

A 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) required Corridor System Management Plans (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

Alameda County Congestion Management Agency (ACCMA) has been working in partnership with regional and local agencies and other stakeholder groups to develop a Corridor System Management Plan (CSMP) for the I-80 Corridor, covering the freeway and major arterials (San Pablo Avenue) from the Carquinez Bridge in Contra Costa County to San Francisco Bay Bridge in Alameda County.

The I-80 CSMP is expected to be completed by September 2010. Its recommendations will then be considered in the transportation planning processes that are conducted by the Metropolitan Transportation Commission (MTC), Caltrans, ACCMA, the Contra Costa Transportation Authority (CCTA) and all of the agencies that are responsible for planning, funding and implementing regional and interregional transportation projects.

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Fact Sheet

Interstate 80 ICM corridor system management plan

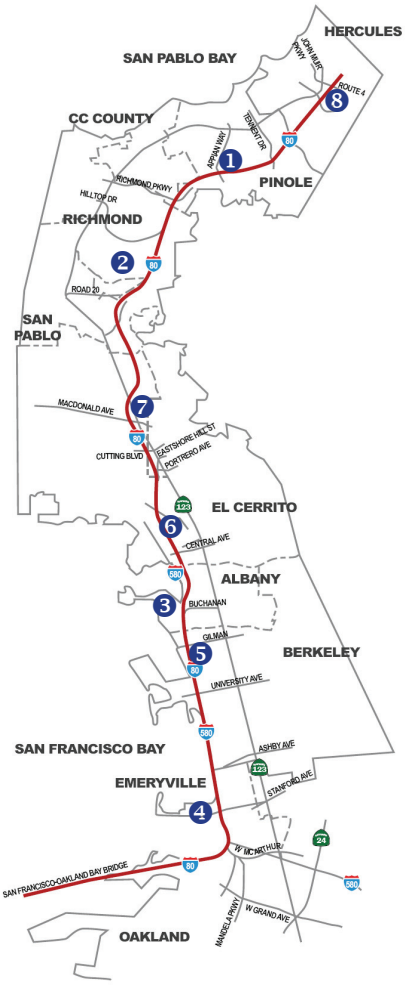
Congested Locations (2008) for Interstate 80

Morning Peak-Period

1. **Westbound I-80 from Pinole Valley/Appian Way to SR 4**
2. **Westbound I-80 from San Pablo Damn Rd to Richmond Parkway.**
3. **Westbound I-80 from Gilman St to I-580 merge.**
4. **Westbound I-80 from Powell Street to University Ave.**

Evening Peak-Period

5. **Eastbound I-80 from I-580/Gilman St to University Ave**
6. **Carlson Blvd to Central Ave**
7. **Eastbound I-80 from San Pablo Ave to Carlson Blvd**
8. **Eastbound I-80 from SR4/Pinole Valley Road to Hilltop Dr.**



Corridor Specific Issues

- Major commuter route for people in Solano, Contra Costa, and Alameda counties to jobs in San Francisco and Oakland, major economic centers.
- Direct connection to the Port of Oakland, and Oakland International Airport.
- Ranked as the most congested corridor in the Bay Area during the last six years.
- The demand on the freeway exceeds the capacity.
- There is no right-of-way available to build additional freeway capacity.
- High volume of regional and interregional commuter/freight traffic create operational challenges.

I-80 Integrated Corridor Mobility (I-80 ICM) Project

The primary goal of the I-80 ICM Project is to enhance the current Transportation Management System along the I-80 corridor. The project will utilize State-of-the-Practice ITS technologies to enhance the effectiveness of the existing transportation network in both freeway and parallel arterials in Alameda and Contra Costa Counties. At a cost of $87.7 million, the project includes the following sub-systems:

- Freeway Management System
- Arterial Management System
- Transit Management System
- Traveler Information System
- Commercial Vehicle Operations (CVO)
- Traffic Surveillance and Monitoring System
- Incident Management System

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-80 corridor:

- I-80 Integrated Freeway/Local Road Management - Carquinez to Bay Bridge

Alameda County Congestion Management Agency (ACCMA) is the lead on CSMP for the I-80 ICM project in cooperation with regional and local transportation partners and stakeholders. Progress on CSMP milestones is monitored by the CTC-appointed CMIA Delivery Council.

For questions regarding the CSMP, please contact

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