

49 Fact Sheet

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STATE ROUTE 49 corridor system management plan



SR 49 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 the NCTC and PCTPA 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

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.

State Route 49

The State Route 49 (SR 49) CSMP corridor serves local, regional, and interregional traffic. The route serves as a major connector for both automobile and truck traffic.

Located along the north-south Sierra foothills route of SR 49, this 23-mile CSMP network includes the portion of SR 49 that begins at the Interstate 80 Interchange in Placer County and ends at the State Route 49/State Route 20 Junction in Nevada County, select parallel and connector roadways, transit services and bike routes.

Caltrans District 3 has taken the lead on CSMP development in cooperation with the Nevada County Transporta-

tion Commission (NCTC), Placer County Transportation Planning Agency (PCTPA) the Sacramento Area Council of Governments (SACOG), and other agencies and stakeholders.

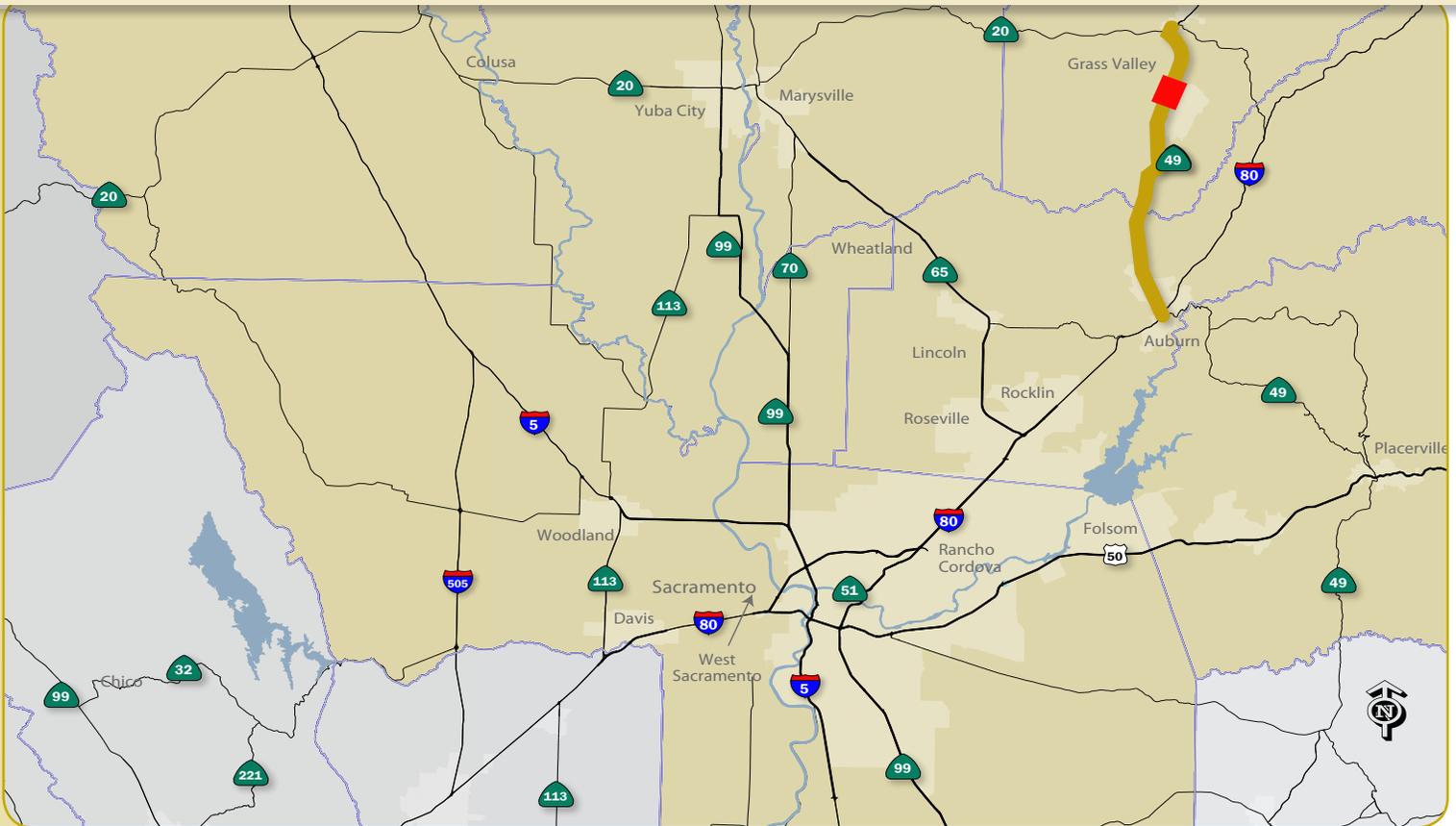
Major Corridor Mobility Challenges

SR 49 is a significant interregional connector for natural resource based product shipments, including lumber and mining, and for travelers seeking tourist and recreational destinations. The corridor also serves as a vital link to regional employment centers in Placer County, and more affordable or rural housing opportunities in Nevada and Sierra Counties. Safety, mobility, and capacity are major issues on the SR 49 corridor.

General challenges along the corridor include:

- Recurrent highway and roadway traffic congestion at particular locations
- Highway not completed to four-lanes with standard shoulders
- Limited parallel roadway capacity
- Insufficient signal coordination on key arterials and the highway
- Transit facilities need additional riders
- Inadequate transit capital and operations funding needed to grow transit ridership
- Gaps and barriers within the bicycle route network.

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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:

- Widening of State Route 49 from Little Valley Road to south of Cornett Way, and related frontage roads and drive-way consolidation improvements (The La Barr Meadows widening project).

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, bike-ways, and intelligent transportation technologies with a common goal: optimizing public infrastructure investment.

Corridor Management Strategies

Are based on the following 4 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.
- 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 Projects

Key capital projects that have been identified as the most critical to corridor mobility are identified. Responsible agencies and project funding needs are identified in this section as well.

Project Phasing

Caltrans and local partner agencies in the SR 49 corridor developed a Project Delivery Phasing Plan to break down two 5-lane projects (\$256.0 Million) for SR 49 into smaller, less costly projects that can be phased and funded over time. Project priorities can be altered to meet changing performance characteristics and future funding opportunities. The project phasing plan will provide greater flexibility for ongoing efforts to improve corridor mobility and safety.