

CALTRANS DISTRICT 3



Northbound SR 99 at Gardner

*State Route 99 Chico Area
Corridor System Management Plan*

WORKING PAPER 3
*“Existing Corridor
Management Activities and
Strategies”*

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Section 1 Introduction

Overview

Corridor System Management Plans (CSMPs) provide for the integrated management of travel modes and infrastructure (roads, freeways, fixed guideway transit, and bikes) so as to facilitate the efficient and effective mobility of people and goods within our most congested transportation corridors. The corridor management planning strategy is based on the integration of system planning and system management. The limits of this CSMP, are the segment of State Route 99 (SR 99) from Southgate Avenue to The Esplanade, as indicated in Figure 1, and parallel roads and transit facilities as indicated in Figure 2.

Development of each CSMP involves a five-step process:

1. Define the corridor system management plan transportation network including, but not limited to, State Highways, parallel local roads, regional transit service, and regional bicycle facilities.
2. Summarize existing travel conditions along the corridor.
3. Evaluate existing system management practices along the corridor.
4. Assess corridor performance and identify transportation challenges.
5. Prepare a corridor management strategy, including proposed detection and monitoring strategies, needed capital improvement projects, and the roles and responsibilities of each jurisdiction in the corridor system management process.

Four working papers are being developed that will culminate with the final SR 99 Chico Area CSMP. Each working paper and the CSMP itself will correspond with each of the CSMP development steps listed above and will be circulated for the review and comment by major stakeholders. As comments are received for each working paper, the working papers will be revised and, subsequently combined into a complete draft SR 99 Chico Area CSMP, which will then be circulated for review and comment. The final CSMP will be presented to the Butte County Association of Governments (BCAG) for integration into the regional planning process.

Need and Purpose of Working Paper 3

Working Paper 3 describes existing corridor management activities for the CSMP transportation network that is described in Working Paper 1, and depicted in Figure 2. System management strategies currently in use to maximize the efficiency and effectiveness of the existing transportation system and to maximize mobility within and through the corridor, includes traffic operations system elements, traveler information services, and transportation demand management programs.

Figure 1
District 3 CSMP Route Map

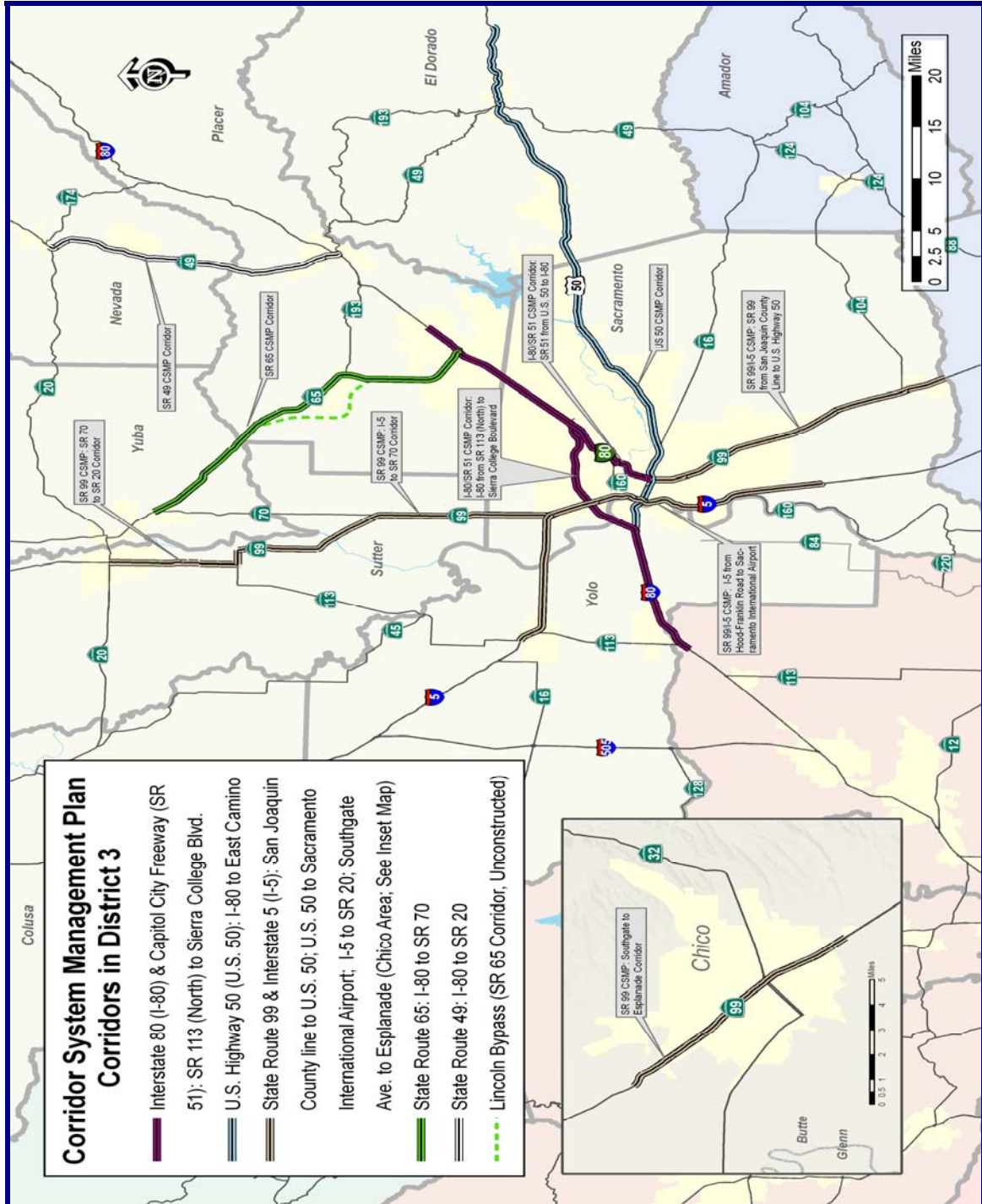
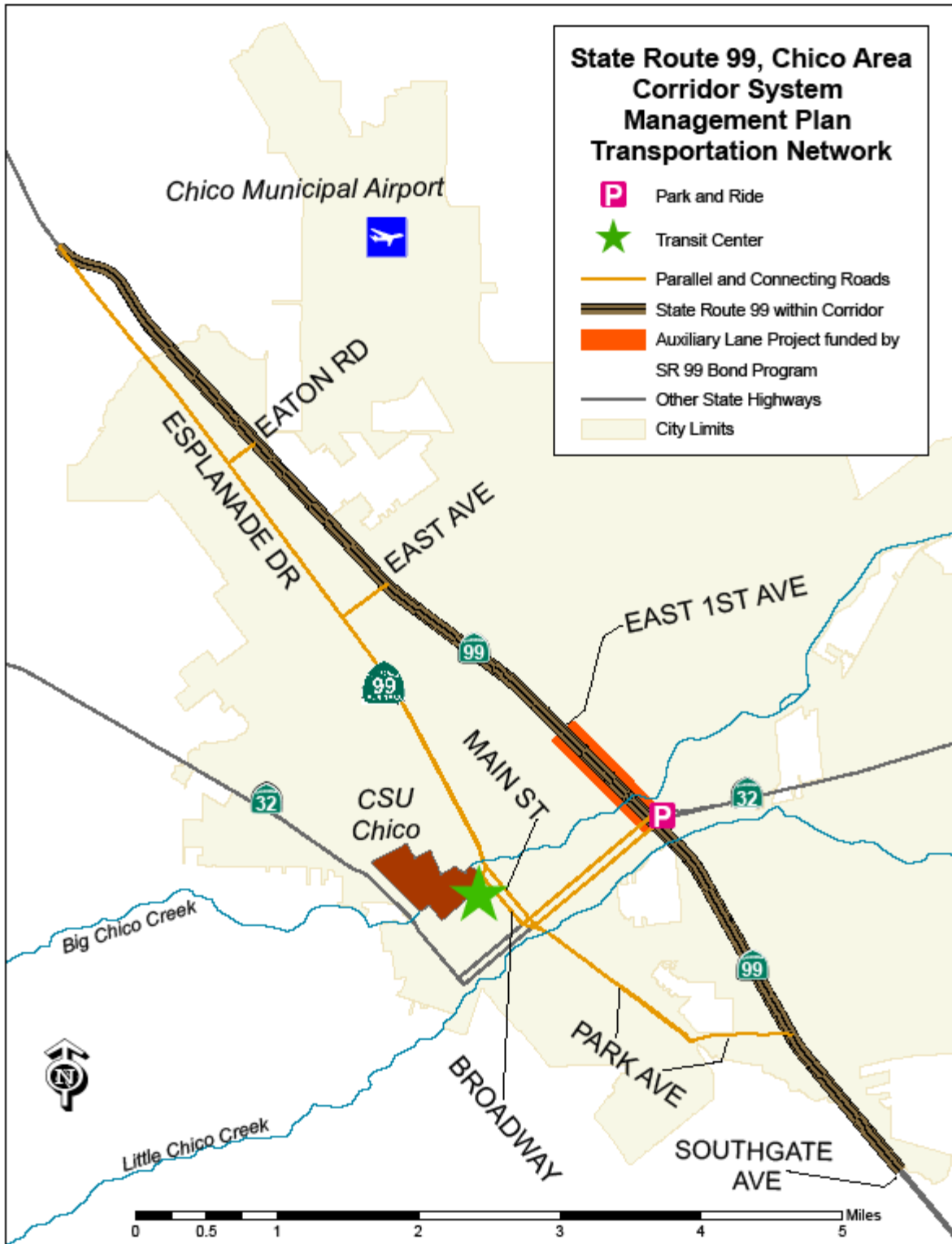


Figure 2

SR 99 Chico Area CSMP Corridor Transportation Network



Section 2 System Management Practices

A variety of transportation system and demand management strategies are used throughout the State to improve the efficiency and effectiveness of the transportation system. A discussion of existing strategies that are already in use within the SR 99 Chico CSMP corridor are discussed below.

State Highway System

Traffic Monitoring Devices

Traffic Monitoring Detection Stations are used to measure traffic on freeways and highways. Detection systems use electronic sensors in the highway travel lanes (loop detectors) or camera-mounted sensors along the highway travel lanes to measure traffic speed and flow. This information is used to determine the number of vehicles traveling, what time of day, and which days of the week. It can differentiate between trucks and automobiles. Knowing the number of vehicles and the classification allows for the continuous monitoring of traffic conditions. Within the SR 99 Chico Area CSMP transportation network, there are three count loop detectors on SR 99: one each at Skyway and Eaton, which collect count data every three years for one week during each quarter, and one at SR 32, which continuously collects count data.



SR 99 at Eaton

A Weigh-in-Motion detection station located on SR 99, near the Cohasset Avenue interchange collects weight and classification data continuously for submittal to the Federal Highway Administration on a monthly basis. This information is important for understanding goods movement in this portion of the SR 99 corridor.

Auxiliary lanes are travel lanes between interchanges which reduce congestion by improving the merge/diverge activity, by permitting traffic passing the congested interchanges to remain in the continuous through lanes. Auxiliary lanes are programmed (funding designated) for the SR 99 Chico Area CSMP transportation network. The project will add northbound and southbound auxiliary lanes on SR 99 between SR 32 and East 1st Avenue. The project will also widen SR 32 on and off ramps and East 1st Avenue on and off ramps. The East 1st Avenue widening would include the provision for dual left turn lanes and widening of East 1st Avenue.



SR 99 Auxiliary Lane Project

Traffic Operations Strategies and Facilities

The following traffic operations strategies are used for the State Highway System component of the CSMP transportation network. Traffic operations for the state highways and freeways in the Chico area are handled by Caltrans at the Transportation Management Center (TMC) in Rancho Cordova. Any requests for maintenance assistance (accidents, etc.) are dispatched from there.

Park and Ride Lots are designated parking areas for commuters using transit and ridesharing options, such as car or van pools, or fixed route bus lines. Caltrans owns and maintains one park and ride lot within the corridor. It is located at SR 32 and Pine Street and provides approximately 200 spaces which consistently experience 100% usage. The lot includes 8 bike lockers that are managed by the City of Chico.

Traffic Management Plans are prepared to minimize motorist delay when implementing all major improvement projects or performing major maintenance activities on the State Highway System. These plans combine public and motorist information, demand management, system management, alternative route strategies, and construction strategies to minimize project-related traffic delays and accidents.

Traveler Information, such as road conditions, incident reports and information regarding construction projects, is provided through a number of sources. The Caltrans website (www.dot.ca.gov) provides information on current road conditions and planned lane closures by highway number. This information can also be obtained by calling 1-800-427-7623.

Travelers in the Sacramento and Northern California region can dial one easy-to-remember telephone number for complete, comprehensive traveler information: 511.

511 provides access to information about all modes of travel: traffic conditions for commuters, bus and light rail information for more than 20 transit agencies, paratransit services for the elderly and disabled, ridesharing information and information on commuting by bike. The telephone service is available in English and Spanish.

Sacramento Region 511 serves El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba counties. The number also links callers to 511 services in the Bay Area, Nevada and Oregon, as well as Butte and Glenn counties.



511 Sign at the Park and Ride Lot

Advanced Traveler Information Systems/511 (ATIS/511) systems are a valuable resource to direct people to avoid, respond to, and recover from disasters. ATIS/511 systems deliver real-time information to drivers as they approach emergency areas. Beyond the immediate area, ATIS/511 widely distributes information regarding usable transportation facilities and provides directions essential to avoid panic and traffic gridlock. Commercial media distribute ATIS/511 content via broadcast television and radio, internet, fleet subscription services, etc. Public

agencies use the 511 telephone number, internet and highway-located changeable message signs (CMS), etc. or through media feeds.

Parallel Roads System

Traffic Signal Synchronization

The traffic signals on the following segments of the parallel roadways included in the CSMP transportation network are coordinated to provide for the smooth movement of traffic with minimal stops:

The parallel corridor comprised of Park Avenue/Oroville Avenue/Main Street; Broadway/Shasta Avenue and Esplanade from E. Park Avenue to Cohasset Road has coordinated signals over a distance of approximately 3-1/2 miles.

East Avenue from Cohasset Road to Marigold Avenue over a distance of approximately 1-1/2 miles.

Traffic simulation modeling is used to regularly review and refine traffic signal timing.

Transit and Ridesharing

The following traffic operations strategies are used by B-Line bus services along the CSMP transportation network.

A multi-modal transit center serving transit, automobiles, motorcycles, bicycles and neighborhood electric vehicles is located within one block of Main Street. Peak hour headways and schedules on transit routes are optimized to accommodate commute traffic.

Fare box installation in all fixed route buses was completed in 2007. These allow B-Line the ability to track ridership and make decisions about routes and services provided. The fare boxes also offer GPS capabilities. Installation of fare boxes in Paratransit vehicles is expected to occur in the future as funding becomes available.

B-Line uses the BCAG website (www.bcag.org) to provide information regarding its services.

Bicycle Facilities

A variety of bicycle facilities are available within the CSMP corridor area and are largely used for recreational purposes rather than commuting. The noteworthy exception is bicycle facilities serving California State University, Chico and the adjacent Transit Center. Those facilities are heavily used to access the university when in session. BCAG publishes a comprehensive bicycle map for the Chico area.

Interagency Coordination

BCAG plays a lead role in interagency coordination, thereby improving system efficiency and effectiveness, through their facilitation of the following groups.
Social Services Transportation Advisory Council (SSTAC)

Representatives on this council are selected by statute. The SSTAC reviews information on possible unmet transit needs, as part of the Unmet Transit Needs process. The SSTAC also provides a forum to address other transportation issues facing transportationally disabled citizens.

Transportation Advisory Committee (TAC)

These members represent public works and planning departments, city and county technical staff, air district staff, Caltrans, other affected agencies and appointed citizens with a technical interest in the planning process. This committee provides the technical level analysis and input required in transportation project/program development.

Transit Administrative Oversight Committee (TAOC)

This committee includes administrative and other staff representatives from the county, cities, towns and BCAG and meets as necessary to review and provide guidance concerning the B-Line transit service. The committee also provides recommendations to the BCAG Board of Directors on the Annual Transit Service Plan and Budget and other transit issues that may arise during the year that are not included in the Plan. All transit policy issues, transit service and operating matters are reviewed with this Committee prior to a recommendation being made to the BCAG Board of Directors.