

Fact Sheet

www.corridormobility.org

STATE ROUTE 99 CHICO corridor system management plan



SR 99 Chico 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 BCAG 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 99 Chico

The State Route 99 Chico Area (SR 99) corridor is an important north-south corridor in Northern California. Though the corridor includes a substantial length of freeway, the entire highway segment is not complete to freeway standards and has a general lack of adequate capacity.

The CSMP network includes SR 99 between the intersections of Southgate Avenue and Esplanade. The CSMP network also includes select adjacent roads, transit services and bike routes.

Caltrans District 3 has taken the lead on CSMP development in cooperation with the Butte County Association of Governments (BCAG), other agencies and stakeholders.

Major Corridor Mobility Challenges

General challenges along the corridor include:

- Recurrent highway and roadway traffic congestion
- Limited parallel roadway capacity
- Lack of signal coordination on key arterials
- A lack of traffic operations system elements
- A lack of freeway auxiliary lanes
- Non-existent ramp metering
- Transit facilities approaching capacity
- Inadequate transit capital and operations funding needed to grow transit ridership
- Gaps and barriers within the bicycle route network.

STATE ROUTE 99 CHICO corridor system management plan



Highway 99 Bond Project

The CSMP directly supports the implementation of the Highway 99 Bond Project in the corridor and identified on the map above:

- Construct northbound/southbound Auxiliary Lanes from SR 32 to East 1st Avenue in the City of Chico

For More Information...

Contact District 3 Corridor Planning Manager Richard Helman
530-634-7616
email: richard_helman@dot.ca.gov

CALTRANS DISTRICT 3

corridor system management plan

Management Strategies, Capital and Visionary Projects

The CSMPs include 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, bikeways, 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 and Visionary Projects

The CSMP contains a number of key capital projects that have been identified as most critical to corridor mobility. These are included in the BCAG RTP.

Visionary projects are not yet included in other regional planning documents but appear to offer considerable corridor mobility benefits and merit further analysis and consideration for inclusion in future regional transportation planning documents.