

# Fact Sheet

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STATE ROUTE 99/INTERSTATE 5 corridor system management plan



## SR 99/ I-5 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 SACOG 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/ Interstate 5

State Route 99 (SR 99) extends over 400 miles through California's San Joaquin and Sacramento Valleys. The highway links over 11 urbanized communities in 13 counties, and provides critical connections between Chico, Yuba City, Sacramento, and Stockton. SR 99 has high truck volumes with significant increases in truck traffic during peak agricultural seasons. In District 3, the route is not completed to freeway/expressway standards, primarily north of Sacramento.

Interstate 5 (I-5) serves as the transportation backbone of the State of California and the western United States. In Caltrans District 3 near downtown Sacramento, I-5 provides primary connections to Interstate 80 (I-80) and Highway 50 (US 50), and

serves as the primary bridge crossing of the American River – where daily traffic volumes exceed 180,000 vehicles.

These two north-south parallel highways serve the entire state and converge closely in the Sacramento region. The SR 99/ I-5 CSMP network includes:

- SR 99 from the San Joaquin County Line to US 50, and from I-5 to SR 20,
- I-5 from Hood-Franklin Road to SR 113,
- Select adjacent roads,
- Transit services, and
- Bike routes

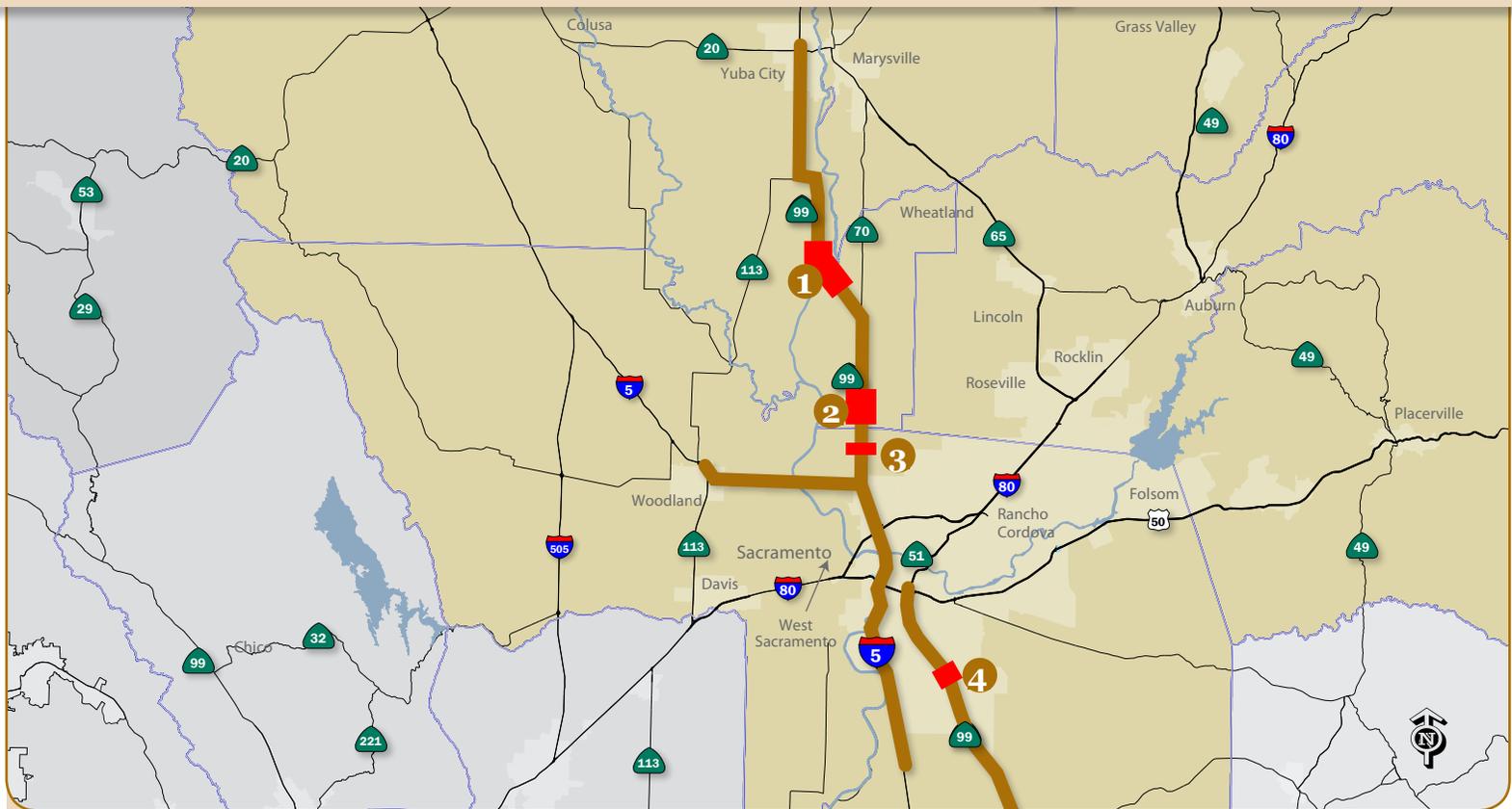
Caltrans District 3 has taken the lead on CSMP development in cooperation with the Yolo County Transportation District (YCTD), Sacramento Area Council of Governments (SACOG), and other agencies and stakeholders.

### Major Corridor Mobility Challenges

General challenges along the corridor include:

- Limited parallel roadway capacity
- Lack of signal coordination on key roadways
- An incomplete bus/carpool lane system in the corridor
- An incomplete set of freeway auxiliary lanes
- Loss or dropping of freeway lanes at specific locations
- Incomplete ramp metering

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### Highway 99 Bond Program Projects

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

- 1 Widen Feather Bridge from 2-lane highway to 4-lane expressway
- 2 Construct an interchange at SR 99 and Riego Road
- 3 Construct an interchange at SR 99 and Elverta Road
- 4 Operational improvements, including lane extensions, from Calvine Road to Mack Road

### For More Information...

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## CALTRANS DISTRICT 3

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- Transit facilities approaching capacity
- Inadequate transit capital and operations funding needed to grow transit ridership
- Gaps and barriers within the network
- Lack of sufficient parallel bicycle facilities.

### 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 (bus, bus rapid transit, light rail, intercity rail), bikeways, and intelligent transportation technologies with a common goal: optimizing public infrastructure investment.

### Corridor Management Strategies

Are based on the following 5 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.
- Develop and use micro-simulation modeling to identify mobility challenges and to evaluate proposed solutions.
- 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 SACOG MTP for 2035.

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.