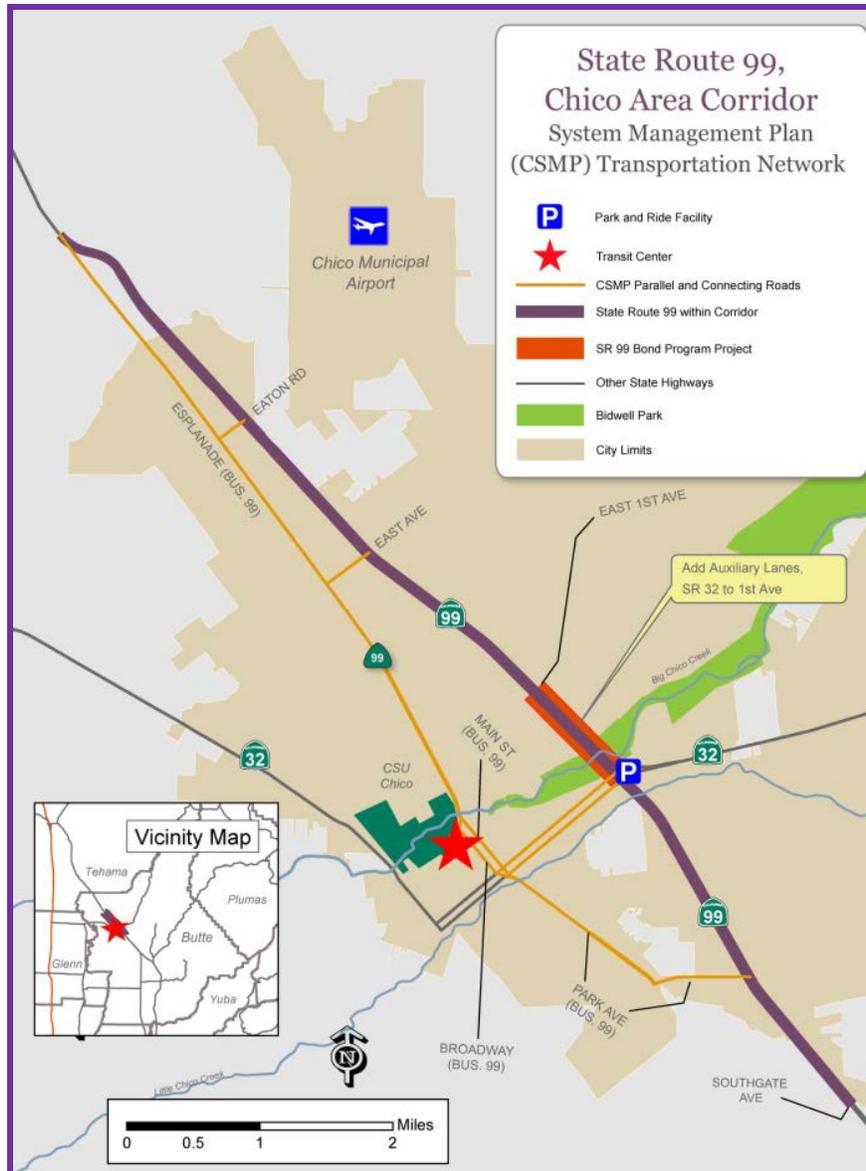


State of the Corridor Report

2012 Report on the State Route 99 Chico Corridor System Management Plan



Overview:

Corridor System Management Plans (CSMPs) are comprehensive operations and management plans intended to maintain and enhance corridor mobility through the integrated management of all travel modes within the corridor. This includes highways and freeways, parallel and connecting local and regional roadways, public transit (bus, bus rapid transit, light rail,

intercity rail) and bikeways. Together these facilities comprise the CSMP managed network and are displayed in the map above. CSMPs have been developed to provide one unified concept for managing, operating, and preserving a corridor for all travel modes and across all jurisdictions resulting in the integration of capital improvements, traffic management, and transit management strategies. Each CSMP includes current management strategies, existing travel conditions and mobility challenges, corridor performance management, proposed management strategies, and needed capital improvements. The State Route (SR 99) Chico corridor begins at Southgate Avenue and ends at Esplanade in Butte County.

Purpose of the State of the Corridor Report:

The annual State of the Corridor (SOTC) Reports further the momentum started by the completion of the 2009 CSMPs, and the 2010 and 2011 SOTC Reports by monitoring and reporting annual corridor performance and ongoing implementation of CSMP strategies. The first two SOTC Report editions covered fiscal year activity from July 1st through June 30th. **This 2012 SOTC Report covers July 1, 2011 through December 31, 2011.** Future editions of this report will identify corridor performance and implementation of strategies on a calendar year rather than a fiscal year basis. The reason for this change in reporting period is because the availability of the performance data for the previous year is not available until June. The major benefit of this reporting period change will be a SOTC report that contains more accurate and up-to-date reporting of corridor performance and eliminates redundancy.

The 2012 SR 99 Chico SOTC Report includes the following components:

- Status of the Highway 99 Bond Account Projects
- Major Corridor Accomplishments
- Performance Measures: State Highway System, Transit, and Bicycle
- Moving Forward: CSMP Strategies, Traffic Operations Improvement Strategies, and Micro-simulation Modeling

Corridor Mobility Improvement Account Bond Project Status:

CSMPs were developed for corridors associated with the Highway 99 Bond Program, supported by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Proposition 1B. One multi-phase project on the SR 99 Chico corridor in District 3 was awarded Highway 99 Bond funds. The status of this project is as follows:

SR 99 Auxiliary lanes from SR 32 to East 1st Ave, in City of Chico, Phase I, II and III: The first phase of the project was completed in the Spring of 2009 to widen the East 1st Avenue northbound (NB) off-ramp, add a retaining wall, and signalize the intersection. In April 2010 the California Transportation Commission (CTC) approved an amendment to the Phase II project that revised the Right of Way funding, updated the project schedule and added the Phase III project. Phase III includes the construction of a southbound (SB) auxiliary lane with corresponding ramp improvements and the widening of East 1st Ave. Phases II and III were combined and advertised on March 14, 2011 and opened for bid on May 14, 2011. Work began in mid-September 2011, with clearing and grubbing activities as well as some foundation bridge work. Bridge construction is expected to continue with falsework and demolition work at Bidwell Park Viaduct and Palmetto Avenue undercrossings. Roadway construction activities include shoulder reconstruction, temporary railing (Type K) placement, and phased traffic handling. Approximately 20 percent of the project has been completed and construction activities should be completed by Spring 2014.

Major Corridor Accomplishments:

SR 99/Neal Road Signal: This District 3 SHOPP Safety Program funded project will install a three phase signal system at the SR 99/Neal Road intersection and will include a dedicated right turn lane on the westbound approach of Neal Road. The project design has been finalized and the project is expected to receive funding allocation in June 2012. Construction could start in late summer to early fall 2012, weather permitting.

SR 99/Butte Creek Bridge Replacement: This project will replace the northbound Butte Creek Bridge (BR# 12-0126R), near Butte Creek Country Club, south of Chico. The bridge deck has deteriorated over the years and as a result, the structure is considered "scour critical" due to channel degradation. Design work has been completed and the project is on scheduled to receive allocation in August 2012 with possible construction in Spring of 2013. The project is funded through the SHOPP Bridge Scour Program.

Performance Measures:

A diverse mixture of transportation modes and roadways such as state highways, major arterial roadways, transit services and bicycle facilities, make up the managed network and combine to provide mobility in the SR 99 Chico corridor. Continuous monitoring of the network through the use of performance measures is an integral part of corridor management and investment decision making by aiding in the identification of immediate, efficient, and effective system operational strategies and capital improvements.

State Highway System Performance Measures:

Performance measurement data was updated and included in the 2010 and 2011 SOTC Reports. The data is not being updated for the 2012 SOTC Report, since it is anticipated that the SR 99 Chico CSMP will be revised during the next two fiscal years and that the performance measures will be further refined.

Transit and Bicycle Performance Measures:

Beginning with the 2011 SOTC Report, it was determined that the implementation of the infrastructure needs for transit and bicycles would be used as the performance measures for each. Although this is an “output” and not an “outcome” measure, it is considered the best indicator of increasing the contribution of each mode to corridor mobility at this preliminary stage of system management and reporting. The 2011 Report established the baseline by listing transit and bicycle system infrastructure needs and each SOTC Report reports on implementation progress. Projects selected as infrastructure needs connect to or are on the managed system network identified in the original 2009 CSMP and are included in Tables 1 and 2.

The sources used for identification of improvement needs were the 2008 *Butte County Association of Governments (BCAG) Regional Transportation Plan*, the *Caltrans District 3 2011 Transportation System Development Program*, and the *2008 Chico Urban Area Bicycle Plan*.

Table 1: SR 99 Chico Corridor Transit System Needs Update

Transit Operator	Project Description	Total Cost Estimate (1,000s)	Implementation Status
BCAG	Expand the Chico SR 32 and First Street Park and Ride (P&R) lot	\$1,200	CMAQ project programmed in 2013 FTIP. BCAG is attempting to borrow CMAQ funds from other regions in an effort to advance this project in the 12/13 fiscal year.

Table 2: SR 99 Chico Corridor Bicycle System Needs Update

County	Project Description	Total Cost Estimate (1,000s)	Implementation Status
BCAG	Class II bike lane on Fair Street from East Park Ave to proposed frontage road adjacent to SR 99	\$125	CMAQ funded project. Construction is 5+ years out. Getting approval from Council for engineering phase.
BCAG	Class II bike lane from Skyway interchange (IC) to Southgate Ave along proposed frontage road	\$500	CMAQ funded project. Included in 2008 RTP as a proposed facility. Project is in preliminary stages.

Table 2: SR 99 Chico Corridor Bicycle System Needs Update

County	Project Description	Total Cost Estimate (1,000s)	Implementation Status
BCAG	Class I bike lane on Humboldt from Skyway to SR 99	\$218	CMAQ funded project. Included in 2008 Chico Urban Area Bicycle Plan as a proposed facility.
BCAG	Construct Class I bike lane from Little Chico Creek to Community Park	\$635	CMAQ funded project. Included in 2008 RTP as a proposed facility. Still in R/W. Permits for project have been acquired.

Moving Forward:

Implementation of 2009 SR 99 Chico CSMP Strategies:

During the development of the 2009 CSMP a number of strategies were identified to assist in the effort to enhance corridor mobility. The following strategies listed in Table 3 are a subset of the original strategies that were implemented during 2010-2011 fiscal year. The implementation actions do not represent the final enactments individual strategies but are part of the ongoing long-term implementation progress.

Table 3: SR 99 Chico CSMP Strategies

Strategy	Description	Implementation Action	Implementation Challenges
Fully coordinate the delivery of transportation services and facilities in the corridor, including daily operations and system planning for enhancements.	Interagency operation coordination to maximize the efficiency and effectiveness of all modes operating in the corridor with a focus on the CSMP. Use of an existing group or committee to provide initial oversight for this strategy.	Caltrans, BCAG, and City of Chico continue to coordinate on the East 1 st Ave Auxiliary Lane Phase II and III projects.	Diverse interests and competing priorities and limited resources.
Construct planned and programmed corridor capital improvement projects.	Implementation of the capital improvements in the corridor included within the approved Regional Transportation Plan for all transportation modes within the scope, schedule, and cost specified.	Continued coordination between Caltrans and local agencies to secure funding and deliver projects. Construction began in late fall of 2011 for the East 1 st Ave Auxiliary Lane Phase II and II projects.	Funding availability, funding competition within region.
Comprehensive daily monitoring of the status of all modes providing service on the CSMP transportation network	Full deployment of multimodal transportation service status detection systems for all CSMP network components	Close coordination between Planning & Traffic Operations to identify detection need locations. Incorporated into 3-Year PID Program, TSDP, and seek funding opportunities.	Funding availability, funding competition within region
Continually monitor and analyze the CSMP transportation network to improve system performance.	Monitor transportation performance measures and make system modifications, as appropriate, on a frequent and timely basis.	Developed the 2012 SOTC Report for SR 99 Chico corridor.	Staff resources and data availability
Enhance transit service	Increase transit service frequency, provide express transit services, implement bus rapid transit routes, and reduce headways for buses.	BCAG expanded and revised transit routes based on the results of the Market Based Transit Study completed in November 2010.	Funding availability, funding competition within region.
Improve bike and pedestrian access in the CMSP transportation network	Plan and program for construction of additional bicycle paths / lanes, and related improvements for access and connectivity to transit, P&R lots, and destination points.	Updated the gap analysis for transit and bicycle projects for inclusion into the 2012 SOTC reports. This information remains unchanged for the June 2012 SOTC report.	Funding availability, funding competition within the region.
Expand bicycle commute & transit fare strategies/subsidies	Increase participation by large employers in programs that subsidize transit fare for employees during peak-hour commute times and provide bicycling to work incentives.	The Chico Corridor Bikeway Project provides a backbone to the city's bicycle network for bikes, pedestrians and rollerbladers. A major transit strategy completed this past year was the Market Based Transit Study which was prepared to examine how more efficient service could be	Voluntary participation by large employers to pay subsidy to transit providers.

		provided.	
--	--	-----------	--

Traffic Operational System (TOS) Improvements and Intelligent Transportation Systems (ITS) Plans and Studies:

The primary and highest priority method for SR 99 Chico corridor system management is the development, implementation, and use of system and operational management strategies to facilitate efficient and effective transportation network use. These strategies include TOS projects such as ramp metering, auxiliary lanes, transition lanes, bus/carpool lanes, and short mixed flow lane extensions, and ITS projects such as Closed Circuit Television Systems, Changeable Message Signs, Blue Tooth Readers, Highway Advisory Radio, and Traffic Monitoring Stations. Several plans and studies underway are as follows:

District 3 ITS/Operational Improvement Plan: An improvement plan will be prepared that will identify and prioritize new TOS and ITS projects for urban highway corridors within District 3. TOS and ITS improvements utilize very low cost strategies that allow the system to operate at optimal performance without adding significant through-capacity. Currently, there are numerous individual TOS and ITS plans that were prepared by different District 3 Divisions, Caltrans Headquarters, and various local and regional agencies. The purpose of the Plan will be to provide a unified document that can be used by all District Divisions, and local and regional agencies for programming and deployment of projects identified in the Plan.

Project Initiation Documents (PID) Work Program for Corridor Projects: The District’s System Planning process identifies a spectrum of projects to address deficiencies on the transportation system. The bridge between the identification of needed system improvements and the actual programming (funding) of these projects is the PID. The PID provides refined information regarding the specific scope, schedule, and cost of the proposed improvement, thereby providing critical information for decision makers and assuring the efficient delivery of capital improvement projects. The selection of PIDs for development and inclusion in the annual 3-Year PID Work Program is based on the prioritization of the project through the System Planning process, a comprehensive dialogue with our local and regional partner agencies, and the likelihood of the project being programmed for at least project development work. High priority projects included in the 2009 SR 99 Chico CSMP as well as new projects that may be identified in aforementioned plans and studies are included in the 3-Year PID Work Program. Several ITS projects being considered for inclusion into the Work Program are listed in Table 4.

Table 4: Proposed PID Work Program

SHOPP	Project Description	Total Cost Estimate (1,000s)	Estimated Completion Year
Caltrans	Detection Repair and Upgrade Communications at 178 locations on Routes 5, 65, 80, 50, 51, 89, 99	\$2,700	2013
Caltrans	CCTV Camera System Upgrade at 80 locations on Routes 5, 65, 80, 50, 51, 89, 99	\$1,900	2013
Caltrans	HAR Upgrade at 25 locations on Routes 5, 65, 80, 50, 51, 89, 99	\$1,500	2013
Caltrans	RWIS Upgrade at 18 locations on Routes 5, 65, 80, 50, 51, 89, 99	\$1,500	2013
Caltrans	Upgrade CMS panels to LED at 40 locations on Routes 5, 65, 80, 50, 51, 89, 99	\$2,600	2014

Micro-simulation Modeling:

Future micro-simulation modeling of the SR-99 Chico corridor strategies may be advantageous to help identify the best corridor improvements, but such modeling is dependent on resource availability and the agreement of all agencies, including the BCAG, the City of Chico, and Caltrans that there is a need.