

101 north Fact Sheet

US 101 NORTH corridor system management plan



Steps in US-101 North CSMP Development Process

- Identify Stakeholder Team and Describe Corridor
- Identify Existing Corridor Performance and Current Corridor Management Strategies
- Complete Corridor Performance Assessment & Identify Potential Strategies
- Complete Draft CSMP (Oct. 2010)
- Adopt Final CSMP (Dec. 2010)

US 101 North : Connecting the Bay Area and the North Coast

The US-101 North Corridor is a portion of the only continuous North-South highway west of the Coast Range in Northern California. The corridor serves as the primary freight route through Marin and Sonoma Counties, providing access to other Bay Area goods movement corridors via I-580, and serving as a key access route to San Francisco and coastal Northern California.

The corridor is predominantly freeway with one remaining seven-mile section of expressway between Novato and Petaluma. There are existing HOV lane segments in Marin County and near Santa Rosa.

The arterial network is discontinuous due to topography. The cities of Sausalito, San Rafael, Novato, Petaluma and Santa Rosa are the main urban centers along the corridor. The US-101 North Corridor also intersects with SR 1, 12, 37, 116 and 128.

Understanding CSMPs

A Corridor System Management Plan (CSMP) responds to the following questions:

- **How is a corridor performing?**
- **Why is it performing that way?**
- **What strategies and improvements best address the problems?**

The need for preparing CSMPs is based on the need to efficiently and effectively use all transportation modes and facilities in congested corridors so as to maximize mobility, improve safety and reduce delay costs. Each CSMP will address highways, local parallel roadways, regional transit services and other regional modes pertinent to corridor mobility.

The California Transportation Commission (CTC) required CSMPs to be developed for corridors within which projects are funded from the Corridor Mobility Improvement Account (CMIA - created by the passage of Proposition 1B in Nov. 2006).

Corridor Area and Partner Agencies

Caltrans is working in partnership with local agencies and groups to develop a CSMP for the US-101 North Corridor, which 82 miles runs from the northern end of the Golden Gate Bridge to the SR 128 interchange in Sonoma County.

This first-generation US-101 North CSMP is expected to be completed by Fall 2010. Its recommendations will then be considered in the transportation planning processes that are conducted by the Metropolitan Transportation Commission (MTC), Caltrans, the Transportation Authority of Marin (TAM) and the Sonoma County Transportation Authority (SCTA); all agencies that are responsible for funding and implementing regional and interregional-scale transportation projects.

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Top 10 Congested Locations (2007) US-101 North Corridor

Morning Peak-Period

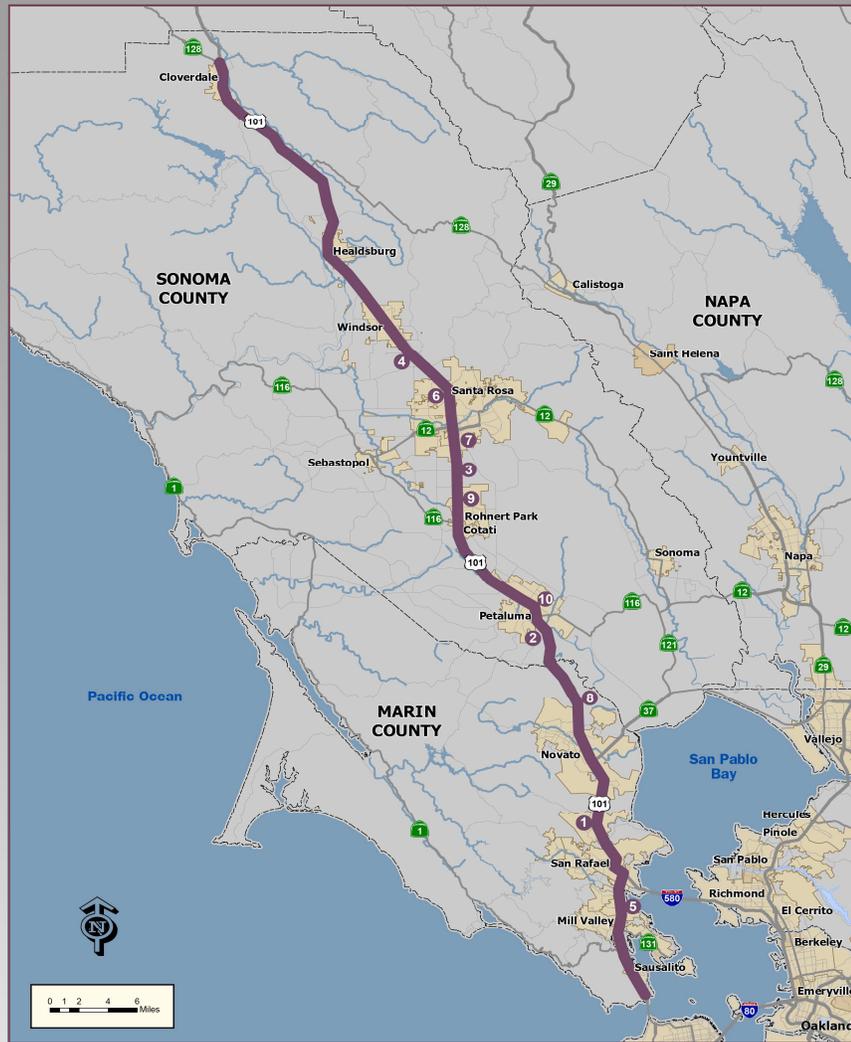
- 1 South Bound from Rowland Blvd. to I-580 — 6,490 VHD*
- 2 South Bound from East Washington Street to Kastania Rd. — 1,880 VHD
- 3 North Bound US-101 south of Todd Rd. to Steele Lane — 550 VHD
- 4 South Bound from Shiloh Rd. to River Rd. — 230 VHD

Evening Peak-Period

- 5 North Bound from Seminary Drive to Central San Rafael — 2,960 VHD
- 6 South Bound from River Road to 5th Street — 1,560 VHD
- 7 North Bound US-101 north of Todd Road to north of Baker Ave. — 1,480 VHD
- 8 North Bound from De Long Ave. to San Antonio Road — 1,040 VHD
- 9 North Bound from Old Redwood Hwy to Wilfred Ave. — 660 VHD
- 10 North Bound at East Washington — 290 VHD

Source: State of the System 2008

* VHD stands for Daily Vehicle Hours of Delay. Delay occurs when average travel speed falls below 35 mph for 15 minutes or more.



The CSMP requirement is noted in the Baseline Agreements of all projects receiving CMIA funding. CMIA funds have been allocated for the following improvement projects on the US 101 North corridor:

- US-101/I-580 Greenbrae Corridor Aux. lane
- Marin-Sonoma Narrows-Segment A
- HOV Lanes: Railroad Ave—Rohnert Park Expwy
- HOV Lanes: Wilfred Ave—Santa Rosa Ave.
- HOV Lanes: Steele Ln.—Windsor River (North Phase A)

Caltrans District 4 is the lead agency on CSMP development in cooperation with regional and local transportation partners and stakeholders. Progress on CSMP milestones is monitored by the CTC-appointed CMIA Delivery Council.

Corridor Specific Issues

- US-101 is the only major north/south route connecting San Francisco to Santa Rosa and the North Coast.
- Primary goods movement corridor for Marina and Sonoma County.
- Major commute corridor for both San Francisco and Santa Rosa.
- Local trips forced onto US-101 due to lack of alternative routes and discontinuous arterial network.
- SMART Rail District planning efforts moving forward for passenger rail from Larkspur to Cloverdale.

For questions regarding the CSMP, please contact D4 Senior Transportation Planner **Joseph Aguilar** at 510-286-5591 or email at joseph_aguilar@dot.ca.gov