

state route 12 Fact Sheet



STATE ROUTE 12 corridor system management plan



Steps in SR-12 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 (June 2010)
- Adopt Final CSMP (Sept. 2010)

State Route 12 CSMP: Connecting the Bay Area to the San Joaquin Valley

SR-12 is a mostly rural, two to four-lane route that supports interregional, recreational and commuter traffic between the Bay Area and the San Joaquin Valley. SR-12 is important for recreational travelers destined for Napa and Sonoma Counties as well as the Delta. It also serves as a commute corridor and a key interregional goods movement corridor because of its direct access to I-80.

Concerns about rising sea levels from the Delta Protection Commission and other agencies are causing Caltrans to take this issue into account for the safety and viability of the corridor. There is a great deal of sensitive habitat along this corridor as well. Limited transit service is available along SR-12, with intercity rail connection at Suisun City. This route also provides access to airports in Napa and Rio Vista, as well as Travis Air Force Base. There are few alternative routes to SR-12 connecting the communities along this corridor.

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 State Route 12 Corridor, which runs 30 miles from the Jameson Canyon to the Solano/Sacramento County line. The corridor intersects SR-29, I-80, SR-113, SR-84 and SR-160.

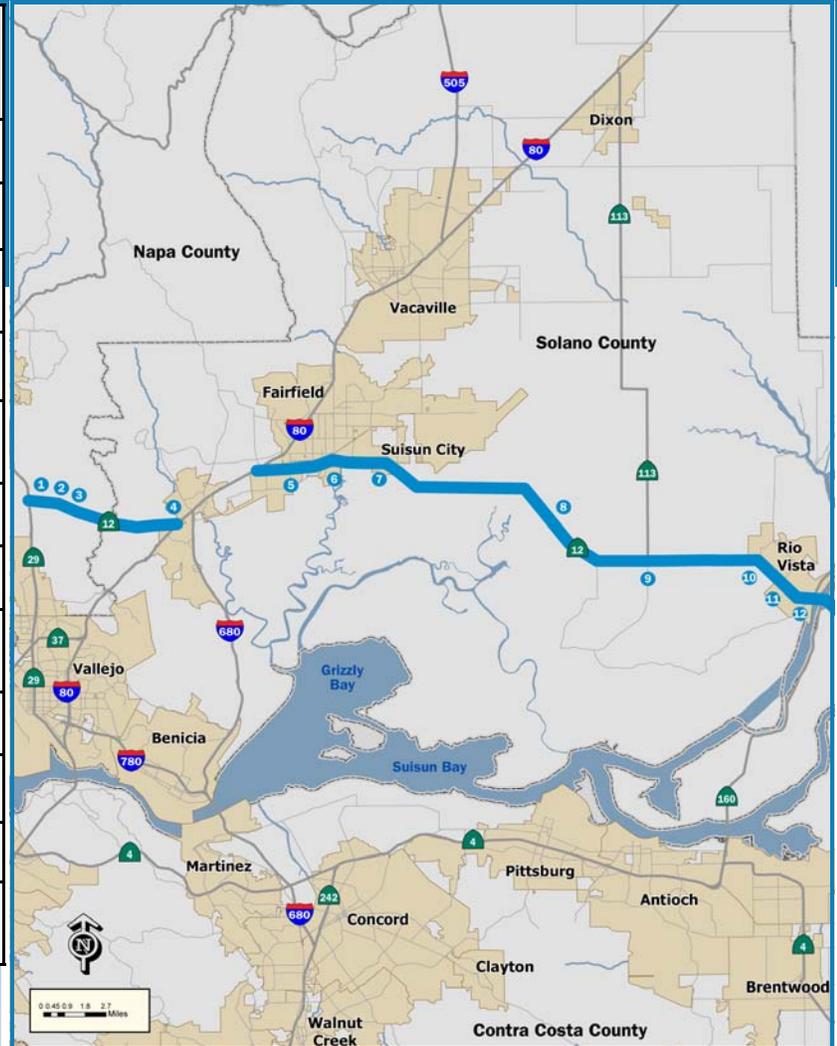
This first-generation SR-12 CSMP is expected to be completed by Fall 2010. Its recommendations will then be considered in the transportation planning processes that are conducted by the Metropolitan Transportation Commission (MTC), Caltrans, the Napa County Transportation and Planning Agency (NCTPA), and the Solano Transportation Authority (STA); all agencies that are responsible for funding and implementing regional and interregional-scale transportation projects.

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Intersection	Existing Conditions		LOS Standard
	AM Peak	PM Peak	
1 SR-12/SR-29	F	F	C/D
2 SR-12/North Kelly Road	D	C	C/D
3 SR-12/Kirkland Ranch Road	C	C	C/D
4 SR-12/Red Top Road	F	F	C/D
5 SR-12/Pennsylvania Avenue	B	D	C/D
6 SR-12/Sunset Avenue	B	B	C/D
7 SR-12/Walters Road	B	B	C/D
8 SR-12/Shiloh Road/Lambie Road	B	B	C/D
9 SR-12/SR-113	C	C	C/D
10 SR-12/Summerset Road	A	A	C/D
11 SR-12/Church Road	B	B	C/D
12 SR-12/Main Street/Hillside Terrace	C	C	C/D



Source: State Route 12 Jameson Canyon Road Widening & State Routes 29/12 Interchange Project .

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 SR 12 corridor:

- SR 12 Jameson County Widening

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

- Key corridor connecting San Joaquin Valley, Delta and the Bay Area.
- Environmentally sensitive habitat and potential climate change impacts.
- Congestion most often present during peak commute times and weekends.
- Limited transit access; intercity rail access provided at Suisun City.
- Access to air services at Napa Valley Airport, Travis Air Force Base and Rio Vista Airport.

For questions regarding the CSMP, please contact D4 Senior Transportation Planner **Erik Alm** at 510-286-6053 or email at erik_alm@dot.ca.gov