State Route 65

Corridor System Management Plan

May 2009

csmp

CALTRANS DISTRICT 3

corridor system management plan

State Route 65
Corridor System Management Plan

APPROVED BY:

Jody Jones 6/24/09

JODY JONES, Date
District 3 Director
California Department of Transportation

I accept this Corridor System Management Plan for the State Route 65 Corridor as a document informing the regional transportation planning process.

ACCEPTED BY:

6/30/09

MIKE MCKEEVER, Date
Executive Director
Sacramento Area Council of Governments

ACCEPTED BY:

6-24-09

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Executive Director
Placer County Transportation Planning Agency

Corridor System Management Plan

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stakeholder acknowledgement

District 3 wishes to acknowledge the time and contributions of many stakeholders and partner agencies. These representatives participated in project development team and focused group meetings, provided essential information, advice and feedback for the preparation of this CSMP. The stakeholders/partners include:

- California Highway Patrol;
- The County of Placer;
- The County of Yuba;
- The Cities of Lincoln, Rocklin, Roseville, and Wheatland;
- United Auburn Indian Community of the Auburn Rancheria;
- Placer County Transportation Planning Agency (PCTPA);
- Sacramento Area Council of Governments (SACOG);
- Transit service providers: Placer County Transit, Roseville Transit, Yuba-Sutter Transit, and Greyhound;

A website, **www.corridormobility.org**, has been created to support the development of the CSMPs and to provide stakeholders and the public with more information and an opportunity to provide input and review documents.

DISCLAIMER

The information, opinions, commitments, policies and strategies detailed in this document are those of Caltrans District 3 and do not necessarily represent the information, opinions, commitments, policies and strategies of partner agencies or other organizations identified in this document.

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executive summary

Caltrans and partners are taking a dynamic turn in transportation planning, with the creation of Corridor System Management Plans (CSMPs), for corridors associated with the Corridor Mobility Improvement Account (CMIA) and Highway 99 Bond Program projects. CSMP development recognizes the importance of multi-jurisdictional collaboration, to best support and manage multi-modal transportation services and facilities for the traveling public. Californians rely on transportation facilities and services to get to business, recreational, and service destinations, regardless of which agency may operate or fund a facility or service. The CSMP approach is consistent with the goals and objectives of the Governor's Strategic Growth Plan, including public accountability for bond funded projects.

The CSMP outlines a foundation to support partnership based, integrated corridor management of all travel modes (transit, cars, trucks, bicycles) and infrastructure (rail tracks, roads, highways, information systems, bike routes), to provide mobility in the most efficient and effective manner possible. This approach brings facility operations and transportation service provisions together with capital projects into a coordinated system management strategy that focuses on high demand travel corridors such as State Route (SR) 65. This CSMP directly supports the Lincoln Bypass CMIA project.

The objectives of the CSMP are to improve safety on the transportation system, reduce travel time or delay on all modes, reduce traffic congestion, improve connectivity between modes and facilities, improve travel time reliability, and expand mobility options along the corridor in a cost effective manner.

The CSMP includes the following sections:

- Current Corridor System Management Strategies
- Major Corridor Mobility Challenges
- Performance Measures
- Proposed Corridor System Management Strategies

The SR 65 CSMP Transportation Network includes SR 65 from SR 65/I-80 interchange in the City of Roseville to the SR 65/SR 70 interchange in Yuba County, as well as select parallel roads, transit services, and bike routes. Together, these facilities comprise the CSMP managed network.

Major mobility challenges along the corridor include highway and roadway traffic congestion, a lack of parallel roadway capacity, transit facilities approaching ridership capacity, inadequate transit capital and operations funding needed to grow transit ridership, gaps in barriers within the bicycle network, and lengthy barriers restricting cross corridor travel by all modes.

Additionally, the current SR 65 alignment through the City of Lincoln was not originally designed to accommodate the heavy travel demands of today. It is a classic downtown that is bisected by a major regional commute and commercial route.

The bottleneck analysis identifies major bottlenecks in the northbound and southbound directions during the AM and PM peak periods in downtown Lincoln, and in the northbound AM peak period at Sunset Boulevard. Causes range from short city blocks, signalized intersections, and high traffic volumes.

CSMPs provide a foundation to support integrated management of all modes and infrastructure to enhance mobility.

Existing highway operations data shows that for the SR 65 corridor, almost all segments are forecasted to operate under Level of Service (LOS) "F" conditions in 20-years under the No-build and Build scenarios. However, with the implementation of operational strategies and key capital projects, the severity and the duration of the traffic congestion can be significantly reduced.

This CSMP identifies corridor management strategies to be applied on a network wide basis. To implement these strategies, key capital projects are identified. The list is not meant to be inclusive of all projects in the corridor; rather, the CSMP by reference, incorporates all projects contained in the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan (MTP) and the Placer County Transportation Planning Agency (PCTPA) Regional Transportation Plan (RTP).

The system will be continuously monitored using identified performance measures and Traffic Operations Systems (TOS) data. The information gathered will be reported in an Annual State of the Corridor Report and subsequent CSMP updates. This information will be used to continually improve system performance.

what is a CSMP?

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 and barriers to crossing the corridor are reduced.

CSMP success is based on the premise of managing a selected set of transportation components within a designated corridor as a system rather than as independent units.

Caltrans has traditionally prepared a Transportation Concept Corridor Report (TCCR) that served as the long range planning document for SR 65. The TCCR would identify existing route conditions and future needs, including existing and forecasted travel data, concept LOS standard, and the facility needed to maintain the concept LOS over the next 20 years. With the development of the more comprehensive CSMP, the need for a separate TCCR is eliminated. This CSMP will serve as the TCCR for the segment of SR 65 within the CSMP boundaries and includes information regarding the future facility needed to maintain an acceptable LOS (Concept LOS and Concept Facility, see page 35).

The State Route 65 CSMP includes SR 65 from the Interstate 80 and SR 65 Interchange in Placer County to the SR 70 and SR 65 split in Yuba County, select adjacent roads, transit services and bike routes as detailed later in this document. Together these facilities comprise the CSMP managed network, as indicated in Figure 1 and Table 1.

The parallel roadway, transit, and bike route components of the managed network were selected in consultation with the respective local agency. As the CSMP concept matures, additional facilities will be added to the managed CSMP transportation network and there will be more integration with Blueprint Planning and emerging air quality and greenhouse gas emission reduction strategies.

The CSMP focuses on strengthening institutional partnerships, gathering and analyzing data, monitoring system performance, implementing operational strategies, and identifying and implementing strategic capital investments. The CSMP will evolve with changing development patterns, travel demands, and technological innovations. An annual State of the Corridor Report will be produced to document system performance and track CSMP implementation progress. The CSMP document will be updated every two years.

Successful implementation of a CSMP relies on the active participation and cooperation of all major stakeholders in a corridor.

CSMPs are being created for corridors associated with the CMIA and Highway 99 Bond Programs, supported by the ***Highway Safety, Traffic Reduction, Air Quality, and***

Port Security Bond Act of 2006, Proposition 1B. Figure 2 depicts the general location of each of the CSMP corridors within Caltrans District 3 and identifies the Proposition 1B projects associated with the respective CSMP.

Each CSMP identifies current system management strategies, existing travel conditions, corridor performance management, management strategies, and capital improvements.

The CSMP is consistent with the SACOG MTP, the PCTPA RTP, city and county general plans, and regional blueprint planning. The CSMP, by reference, incorporates all projects listed in the current MTP and RTP. CSMP's are corridor focused; therefore, key locations are highlighted where modes interact and where land use decisions have great potential for reducing the need for travel or for creating more practical modal choices.

CSMP's will assist in fulfilling the goals of recently enacted legislation, such as, Assembly Bill 32, which addresses air quality and green house gas emissions, and Senate Bill 375, which addresses land use by:

- Improving mobility on the state highway system to more optimum speeds to reduce vehicle emissions
- Providing viable transportation alternatives and accessibility across modes to encourage transit and bicycling and decrease single occupant auto use

The CSMP also supports Caltrans policies such as Deputy Directive (DD) 64, Complete Streets-Integrating the Transportation System, and DD 98, Integrating Bus Rapid Transit into State Facilities by bringing many modes under the same active management effort thereby ensuring that each mode is analyzed and optimized to work together.

The CSMP is based on technical information depicted in four supporting working papers:

- Working Paper 1 provided an overview of the corridor system management planning process and a definition of the CSMP transportation network, including a rationale for the selection of the specific corridor limits and modes to be included in the corridor planning process.
- Working Paper 2 defined current services being provided by the CSMP transportation network, proposed performance measures for the corridor, and provided baseline data regarding the current CSMP transportation network for the proposed performance measures.
- Working Paper 3 described existing corridor management activities, including all facilities and services currently in use to maximize mobility within and through the corridor. Services include traffic operations systems elements and facilities include high occupancy vehicle lanes, traveler information services, and transportation demand management programs.
- Working Paper 4 provided an assessment of current corridor performance by identifying the major problems inhibiting efficient corridor operations for each element (mode) of the CSMP transportation network.

Figure 1: SR 65 CSMP Transportation Network

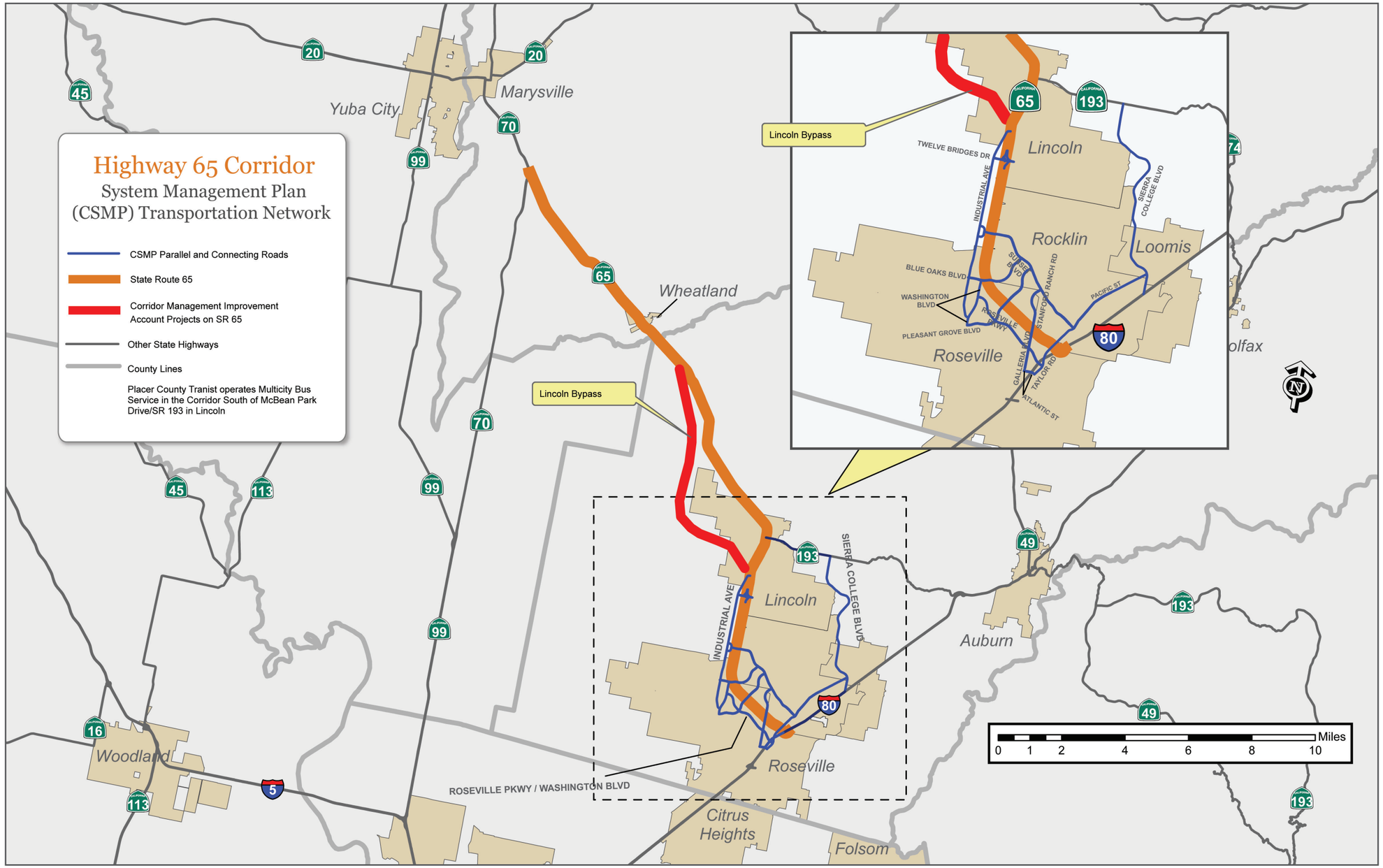
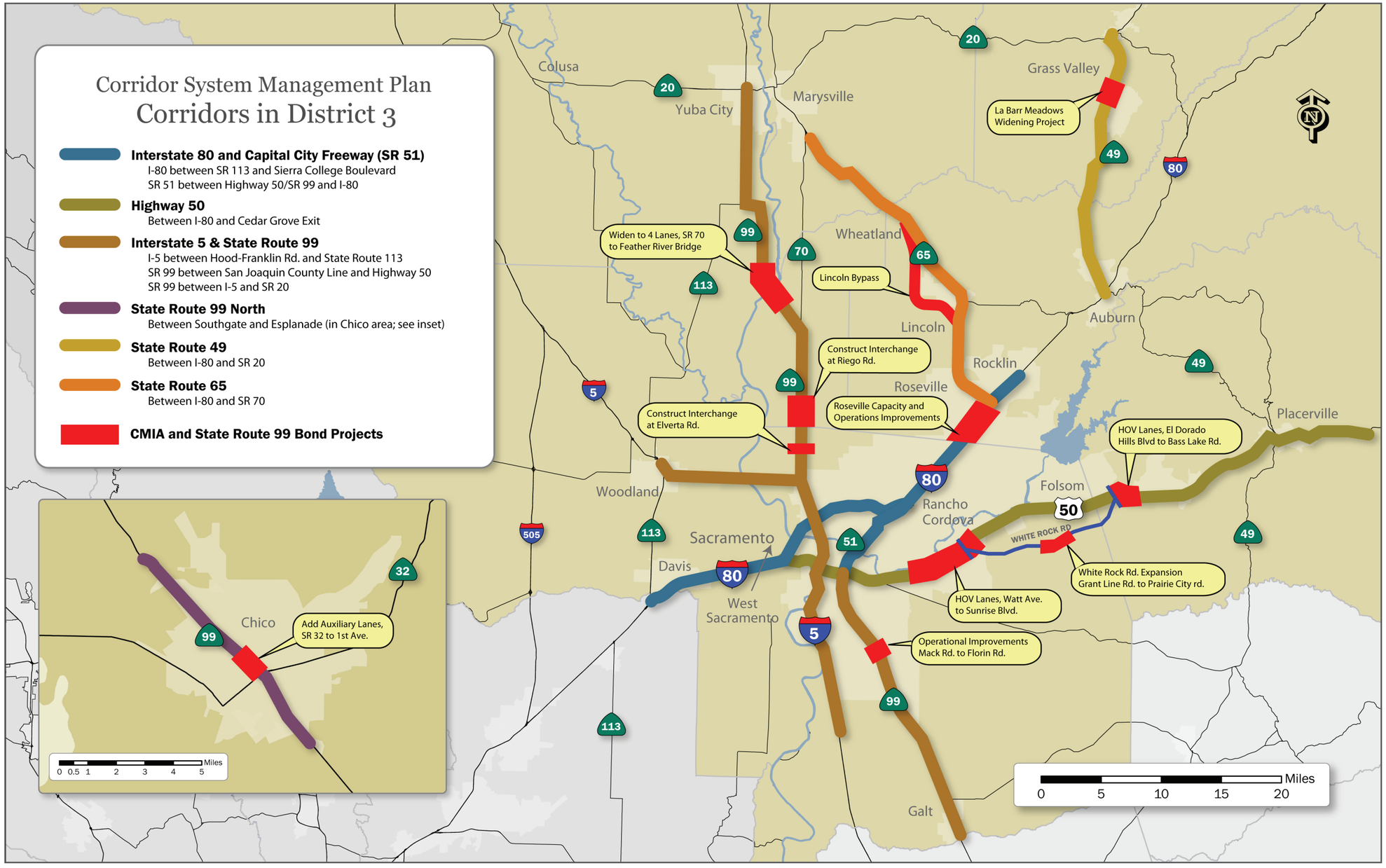


TABLE 1: SR 65 CSMP TRANSPORTATION NETWORK

Location		SR 65		Parallel/Connecting Roadways			Mass Transit						Bike Routes		
							Heavy Rail and Light Rail			Bus					
County	City	From	To	Roadway	From	To	Operator/ Service	From	To	Operator/ Service/ Route	From	To	Route	From	To
PLA	Roseville/ Rocklin	I/80/ SR 65 Interchange	Washington Blvd	Main St/ Baseline Rd/ Riego Rd	SR 70/ SR 99	Foothills Blvd	None			PCT	Roseville Galleria	Lincoln: 3rd St/ F St	Riverside Dr	Auburn Blvd	Vernon St
				Pleasant Grove Blvd	Fiddyment Rd	Sunset Blvd				Greyhound	Roseville Station	Marysville Station	Roseville Rd	Sacramento County line	Cirby Way
				Fiddyment Rd	Main St/ Baseline Rd	Moore Rd				Greyhound	Chico	Roseville	Cirby Way	Roseville Rd	Vernon St
				Foothills Blvd	Roseville Rd/ Cirby Way	Blue Oaks Blvd				Greyhound	Redding	Roseville	Vernon St	Riverside Dr or Cirby Way	Atlantic St
				Blue Oaks Blvd	Foothills Blvd	Lonetree Blvd							Atlantic St	Vernon St	Wills Rd
				Industrial Ave	Washington Blvd	Blue Oaks Blvd							Wills Rd	Atlantic St	Galleria Blvd
				Washington Blvd	Vernon St/ Atlantic St	Blue Oaks Blvd/ SR 65							Galleria Blvd / Stanford Ranch	Wills Rd	Sunset Blvd
				Roseville Parkway	Taylor Rd./ I-80 IC	Washington Blvd							Washington Blvd	Sawtell Rd	Pleasant Grove Blvd
				Atlantic St/ Eureka Rd	Galleria Blvd	Taylor Rd									
				Galleria Blvd / Stanford Ranch	Atlantic St/ Eureka Rd	Sunset Blvd							Industrial Ave	Washington Blvd	Blue Oaks Blvd
				Sunset Blvd	Taylor Rd/ Pacific St	Industrial Blvd							Blue Oaks Blvd	Industrial Blvd	Sunset Blvd
				Sierra College Blvd	I-80	SR 193							Sunset Blvd	Stanford Ranch Rd	Industrial Blvd
PLA	Roseville/ Lincoln	Washington Blvd	Ferrari Ranch Rd	Industrial Ave	Blue Oaks Blvd	SR 65	None			PCT	Roseville Galleria	Lincoln: 3rd St/ F St			
				Fairway Blvd/ Lonetree Blvd	Stanford Ranch Rd	Sunset Blvd							Fairway Blvd/ Lonetree Blvd	Stanford Ranch Rd	Sunset Blvd
				W Stanford Ranch Rd	Sunset Blvd	Wildcat Blvd/ E Lincoln Parkway							W Stanford Ranch Rd	Sunset Blvd	Wildcat Blvd/ E Lincoln Parkway
				Wildcat Blvd/ E Lincoln Parkway	W Stanford Ranch Rd	SR 65							Wildcat Blvd/ E Lincoln Parkway	W Stanford Ranch Rd	SR 65
				Twelve Bridges Dr	E. Lincoln Parkway	SR 65							SR 65	Sunset Blvd	Ferrari Ranch Rd
PLA	Lincoln	Ferrari Ranch Rd	South Beale Rd	SR 193	Sierra College Blvd	SR 65	None			YST	Marysville	Wheatland	SR 65	Ferrari Ranch Rd.	S Beale Rd
				Gladding Rd	SR 65	Wise Rd							Joiner Parkway	SR 65	9th St
				Wise Rd	Gladding Rd	SR 65							9th St	Joiner Parkway	7th St/ SR 65
					Riego Rd/ Baseline Rd	Wheatland Rd									
YUB	Wheatland	South Beale Rd	SR 65/ SR 70 Junction	Forty Mile Rd	Wheatland Rd	SR 65	None			YST	Marysville	Wheatland	S Beale Rd	SR 65	Rancho Rd
				Rancho Rd	S Beale Rd/ SR 65	McGowan Parkway							Rancho Rd	S Beale Rd/ SR 65	McGowan Parkway

Figure 2: CSMP Corridors in District 3



[8] STATE ROUTE 65 corridor system management plan

need, purpose, goal and objectives

There is a **need** for a planning approach that brings facility operations and transportation service provision together with capital projects into one coordinated system management strategy that focuses on high demand travel corridors such as SR 65.

A CSMP is needed for the SR 65 corridor to address severe traffic congestion that often exceeds the capacity of existing facilities, transit ridership demands approaching the capacity of the transit system, and bicycle facilities that do not provide a fully linked network of bike routes.

The **purpose** of the CSMP is to create a partnership planning process and resulting guidance document that focuses on system management strategies and coordinated capital investments so that all the pieces of the corridor function, as an efficient transportation system, and performance evaluation measures are implemented to track the effectiveness of strategies and projects.

The SR 65 CSMP directly supports the implementation of the Proposition 1B Bond Lincoln Bypass project located in Placer County.

The **goal** of the CSMP is to improve mobility along the SR 65 corridor by focusing on the integrated management of a subset of the entire transportation network within the corridor, as depicted on Figure 1, including select freeway and parallel roadways, transit and bicycle components of the corridor.

The CSMP directly supports the implementation of the CMIA project in the corridor.

The **objectives** of the CSMP are to **reduce travel time or delay** on all modes, **improve connectivity** between modes and facilities, **improve travel time reliability, improve safety** on the transportation system, and **expand mobility options** along the corridor in a cost effective manner. Implementation of the CSMP will **increase access** to jobs, housing, and commerce.

The SR 65 Lincoln Bypass under construction

CONSISTENCY WITH OTHER STATE TRANSPORTATION PLANS AND POLICIES

The CSMP approach is consistent with the goals and objectives of the Governor's ***Strategic Growth Plan***, which among other things commits to minimizing increases in traffic congestion. Key elements of the strategy are illustrated in Figure 3.

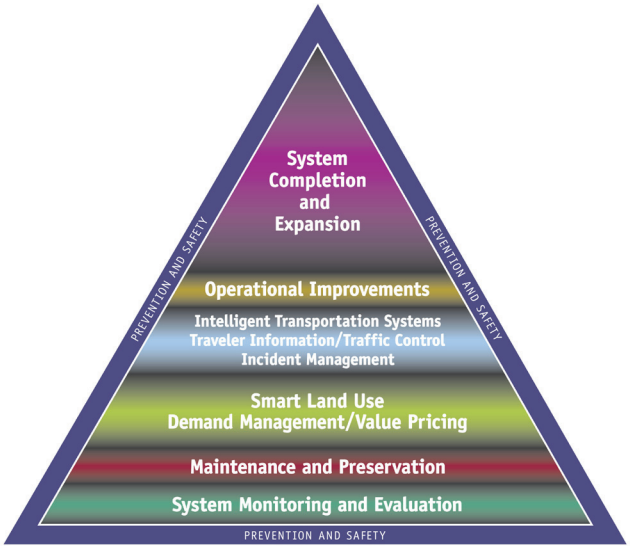


Figure 3: Strategic Growth Plan Strategy

At the base of the pyramid, and the foundation of transportation system management, is system monitoring and evaluation. It is essential to understand what is happening on the transportation system so that the best decisions can be made based on reliable data. The next few layers up the pyramid are focused on making the best use of existing resources and reducing the demand for transportation, particularly during peak travel hours. The top layer of the pyramid is system expansion. This layer assumes that all the underlying components are being addressed and that system capacity expansion investments are necessary.

Corridor system management is consistent with the **Caltrans Mission:**

Improve Mobility Across California

Corridor system management is also consistent with Caltrans' Goals:

- **SAFETY:** Provide the safest transportation system in the nation for users and workers.
- **MOBILITY:** Maximize transportation system performance and accessibility.
- **DELIVERY:** Efficiently deliver quality transportation projects and services.
- **STEWARDSHIP:** Preserve and enhance California's resources and assets.
- **SERVICE:** Promote quality service through an excellent workforce.

The CSMP is also consistent with the California Transportation Plan (CTP), the statewide, long-range transportation plan for meeting future mobility needs. The CTP defines goals, policies, and strategies to achieve our collective vision for California's future transportation system.

AIR QUALITY PLANNING

Corridor System Management seeks to create conditions where vehicle flow on highways and roads occurs at a steady pace and travelers have a range of mobility options that enable them to travel other than by single occupant vehicles. System expansion is focused only where needed when travel demand exceeds the capacity of the well managed existing system. These conditions are beneficial to attaining air quality goals and reducing green house gas emissions.

current corridor system management strategies

A variety of system management strategies are used throughout the SR 65 CSMP corridor transportation network to improve the efficiency and effectiveness of the transportation system. These strategies include the use of Traffic Operations Systems (TOS) elements, transportation management facilities and services, and traveler information services. Existing TOS elements are depicted in Figure 4.

STATE HIGHWAY SYSTEM

With the construction of California's State Highway System (SHS) virtually complete in the Sacramento region, Caltrans' major emphasis on highway projects has largely shifted from new construction to focused capacity expansions, reconstruction, and operation and maintenance of existing facilities.

The SHS has an extensive set of system management strategies in operation. Several cities, counties, and transit operators within the SHS currently have robust system management elements and programs that are being utilized in their facilities and services. There are also specific instances of system management linkages among transportation modes and services at particular locations. Existing management strategies are summarized below in Table 2.

These strategies work as a system to gather, analyze, and disseminate information through the Caltrans Transportation Management Center (TMC). Information about collisions and other incidents, road closures, and emergency notifications are fed into this information hub and disseminated to public and private information users. The TMC operates 24 hours a day, seven days a week.

As depicted in Table 2 and Figure 4, the SR 65 CSMP corridor does not have a robust deployment of TOS elements. Existing components are limited to 12 Traffic Monitoring Detection Stations (TMS) and 6 Ramp Meters (RM). Yet, even this initial small investment in TOS provides valuable data and helps improve traffic flow. With the current construction of the Lincoln Bypass, Caltrans will be adding more TOS elements to this corridor, and will eventually have full instrumentation and traveler information devices.

Lack of system management strategies and tools to manage the operation of the corridor contributes to congestion and decrease the effectiveness of the existing facilities.

Data is continually gathered and routed to the TMC, the SHS nerve center for information analysis and system operations. In collaboration with the California Highway Patrol and other stakeholders, the TMC monitors the continuous flow of the transportation data and responds to incidents. The system is based on real-time computer assisted transportation management, communication, and control strategies.

TABLE 2: SR 65 CORRIDOR MANAGEMENT STRATEGIES

CO	Location	Facility Type	PM Start	PM End	TMS	RM	HAR	RWIS	CMS	VS	CCTV	FIBER
PLA	I-80 to Washington Blvd	5F	4.863	8.065	3	2	-	-	-	-	-	-
PLA	Washington Blvd to Industrial Ave	4E	8.065	T 12.849	3	4	-	-	-	-	-	-
PLA	Industrial Ave to Ferrari Ranch Rd	4E	T 12.849	13.0800	1	-	-	-	-	-	-	-
PLA	Ferrari Ranch Rd to Gladding Rd	2C	13.080	14.465	-	-	-	-	-	-	-	-
PLA	Gladding Rd to Riosa Rd	2C	14.465	21.740	5	-	-	-	-	-	-	-
PLA	Riosa Rd to Yuba County Line	2C	21.740	24.259	-	-	-	-	-	-	-	-
YUB	Yuba County Line to South Beale Rd	2C	0.000	4.099	-	-	-	-	-	-	-	-
YUB	South Beale Rd to SR 65/ SR 70 Junction	4F	4.099	R 9.382	-	-		-	-	-	-	-
Totals					**12**	**6**	**0**	**0**	**0**	**0**	**0**	**0**

There is one major TMC serving the region located in the City of Rancho Cordova.

Through the assimilation and dissemination of this information, emergency response time is reduced. In addition to emergency units, other response deployment includes limited ramp meter control, limited corridor signal control, Freeway Service Patrol, Caltrans maintenance units, Traffic Management Teams, and construction activity changes. Traveler Information is disseminated via Changeable Message Sign (CMS), Highway Advisory Radio (HAR), the Caltrans Highway Information Network, 511 traveler information services, websites, and media links to assist motorists to make travel decisions; however, CMS and HAR are not currently available in the SR 65 corridor.

PARALLEL AND CONNECTING ROADWAYS

System management strategies currently used by the local jurisdictions along the SR 65 CSMP corridor are inconsistent. Following are brief descriptions of the strategies:

The **City of Rocklin, City of Lincoln,** and **City of Wheatland** do not utilize additional management strategies aside from the traditional control devices such as traffic signals and stop signs.

The **City of Roseville** has 17 of the City's arterial roadways fabricated with synchronized traffic signals. The City also has 3 CMS's located at Galleria Mall, Washington Blvd near the Placer County Fairgrounds, and Atlantic Street between Yosemite Street and Tiger Way. The City plans future placement of CMS's at Riverside Avenue south of Cirby Way, Douglas Blvd west of Professional Drive, and Sierra College Blvd north of E. Roseville Parkway. The City also has over 100 traffic monitoring cameras, which are located along key arterial roadways. Some of these cameras are used for webcam. The City's Traffic Operations Center (TOC) controls the traffic signals, CCTC, and CMS.

Placer County is in the process of establishing TOC's to monitor and control traffic signals in unincorporated, urbanized areas of the County.

TRANSPORTATION MANAGEMENT FACILITIES AND SERVICES

Transportation management facilities and services include: auxiliary lanes, bus/carpool lanes, park-and-ride lots, goods movement facilities, transportation management plans, incident management services, transportation demand management, and traveler information services.

There are no parallel and connecting roadways within the SR 65 CSMP corridor that have auxiliary lanes, bus/carpool lanes, or specialized goods movement facilities.

The **City of Roseville** utilizes traffic signal synchronization as a means of metering traffic along major arterial roadways and reducing congestion. Additional transportation management facilities and services along the parallel and connecting roadways within this CSMP corridor are described as follows:

The **Sacramento Area Council of Governments (SACOG)** is currently funding a system to integrate transportation and event data from the various agencies using a single computer application. The Sacramento Transportation Area Network (STARNET) is an information exchange network and operations coordination framework that will be used by the operators of transportation facilities and emergency responders in the Sacramento region. STARNET will enable the real-time sharing of data and live video, and refinement of joint procedures pertaining to the operation of roadways, public transit, and public safety activities. It will also provide more information for travelers via the region's 511 Regional Travel Information System website, **www.sacregion511.org**, and interactive telephone service, dial 511.

STARNET will build upon Intelligent Transportation System (ITS) investments by using existing field infrastructure (cameras, CMS, traffic signals, etc.) and central systems (freeway management systems, traffic signal systems, transit management systems, computer aided dispatch systems, etc.) already operated by each agency. As part of the STARNET implementation, interfaces will be developed to enable TMCs and TOCs to share data and video, provide data and video to the public and provide operations and emergency response personnel with a map-based Regional Transportation Management Display.

SACOG manages the Regional Rideshare program covering Placer, El Dorado, Sacramento, Yolo, Yuba, and Sutter counties. It is part of a statewide network of rideshare agencies, which encourage the use of carpooling and other alternative transportation modes for traveling to work, school, local trips, and recreation. The Regional Rideshare program can be accessed by telephone, dialing 511, or by internet at **www.sacregion511.org**.

The **Placer County Transportation Agency (PCTPA)** offers services and information to persons interested in ridesharing throughout Placer County. Carpooling, vanpooling, and using public transit can save time and money as well as help to improve air quality and reduce traffic. Visit the PCTPA website at **www.pctpa.net/modes/rideshare.htm** for more information about ridesharing and to learn about the alternative transportation incentive programs.

CONGESTION & INCIDENT MANAGEMENT

Congestion and Incident Management services are provided by the police and fire departments within the cities and by the sheriff and fire districts within the counties along the SR 65 CSMP corridor. The PCTPA, California Highway Patrol (CHP), and Caltrans, coordinate a free service called the Freeway Service Patrol (FSP). This program is designed to reduce rush-hour congestion on Placer County area freeways. A special team of tow truck operators continuously patrol the local freeway system during peak commute hours, looking for disabled vehicles and minor accidents. FSP operates in the SR 65 CSMP corridor from I-80 to Sunset Blvd during AM and PM peak hour traffic Monday through Friday (except holidays) and Sunday. Visit the PCTPA website at **www.pctpa.net/projects/projects.htm** for more information about congestion and incident management programs and projects.

TRANSIT AND RIDESHARING

Roseville Transit has partnered with SacRT to gain access to the internet based Google Transit for its customers. Roseville Transit is currently installing a fleet management system commercially known as Zonar. This system will include GPS units on each bus and a pre and post trip vehicle inspection unit that will integrate with their fleet management software. Additionally, the system will help improve safety, vehicle maintenance, and customer service. Roseville Transit is also actively working with Placer County Transit to purchase registering fare boxes that will permit functions such as, automatic passenger counting systems, automatic vehicle announcement systems, and universal fare card systems.

Traveler information sources pertaining to transit within this CSMP corridor include a variety of websites, the 511 system, and media feeds.

The primary challenges facing transit providers are limited funding for robust capital transit investment and insufficient operational funding. Land use patterns also greatly influence whether transit serves a significant portion of trips in a corridor.

Currently, the existing Placer County Transit (PCT) – Lincoln, Sierra College Boulevard intercity route is experiencing deficiencies in schedule reliability. This problem can be attributed in part to the increased traffic congestion within the City of Lincoln along the SR 65 CSMP corridor.

PCTPA recently completed a Bus Rapid Transit (BRT) Service Plan for South Placer County. This plan will result in the development of a high-capacity, regional transit connection within and between the cities and unincorporated areas of South Placer County. Portions of SR 65 CSMP corridor as well as the parallel facilities are part of the proposed BRT network. The proposed primary BRT Route 1 will include travel along SR 65 between Blue Oaks Boulevard and Pleasant Grove Road. After build-out of the three primary BRT routes and as funding becomes available, subsequent service planning for secondary routes will be conducted, including those to the City of Rocklin and the City of Lincoln via SR 65.

The following rail and transit services are proposed for inclusion in the CSMP transportation network:

- **Greyhound** provides transit services on a daily basis traveling back and forth from Marysville to Roseville. A feeder bus is provided to and from Chico to Roseville. Transit service is also provided to and from Roseville to Chico. **www.greyhound.com**
- **Placer County Transit (PCT)** provides bus service between the hours of 6:00 a.m. and 7:00 p.m. providing transportation to and from the Roseville Galleria from Lincoln and Roseville. PCT does not provide transit services north on SR 65 past Lincoln. Additionally, the Roseville Galleria serves as a major transit center for the PCT Sierra College / Lincoln route, PCT Rocklin Dial-a-Ride, Roseville Transit, occasionally the Consolidated Transportation Service Agency (CTSA), and once a week (Tuesday) for the Lincoln Transit. **www.placer.ca.gov/Departments/Works/Transit/PCT**
- **Roseville Transit Local** service operates within the City of Roseville, Monday through Friday from 6:00 a.m. to 7:30 p.m., and Saturdays 8:00 a.m. to 6:00 p.m. The Local bus does not operate on Sunday. Currently available are 14 local bus routes and a peak-hour employee shuttle. **www.roseville.ca.us/transit**
- Roseville Transit also provides Dial-A-Ride (DAR) a service providing curb-to-curb public transit within Roseville. While DAR is available to the general public, it is mainly used by seniors and the disabled who have difficulty using the fixed route service. DAR rides must be arranged at least a day in advance and are accepted 7 days a week from 8:00 a.m. to 5:00 p.m., there is a 30-minute pickup window, and passengers do need to allow for up to an hour's ride time. To make a reservation, dial (916) 774-5757 or TDD (916) 774-5220.
- **Yuba Sutter Transit (YST)** operates limited bus service providing transit from Wheatland to Linda and Marysville. The Wheatland Route offers three round-trips each Tuesday and Thursday between the hours of 7:30 AM and 5:40 PM. Within Wheatland, five scheduled bus stops are available or eligible passengers will be picked up or dropped off at any address by advance reservation. **www.yubasuttertransit.com**

TABLE 3: PARK AND RIDE LOTS

County	Post-mile	Facility Name and Location	Owner[2]	No. of Spaces	Open Date	Amenities[1]				
						Callbox (yes or no)	Bike Locker (#)	Public Phone (#)	Transit (yes/no Route#)	ADA Facilities & Compliance
Placer	3.1 (I-80)	Taylor Road at Atlantic & Eureka next to Golfland Sunsplash	S	150	?	None	4	yes	Roseville Transit Commuter Bus; Placer Community Express	6
Placer	3.4	Roseville Galleria, Roseville Galleria Parkway at West Drive	P	50	?	None	None	None	Roseville Transit Commuter Bus Routes A, B, M; Placer County Transit Route 30, 5 Bus	2
Placer	7.3 (I-80)	Sierra College Blvd, south west corner of Sierra College Blvd and SR 193	P, S	14	1976	None	None	None	None	None
Yuba	R7.3	McGowan Pkwy and SR 70	P	125	2008	Yes	None	Yes	Yuba-Sutter Transit, Sacramento Commuter and Mid-day Express	4

[1] 2005 Caltrans Park and Ride Lot Survey data
[2] Owner - P: Private C: County S: State

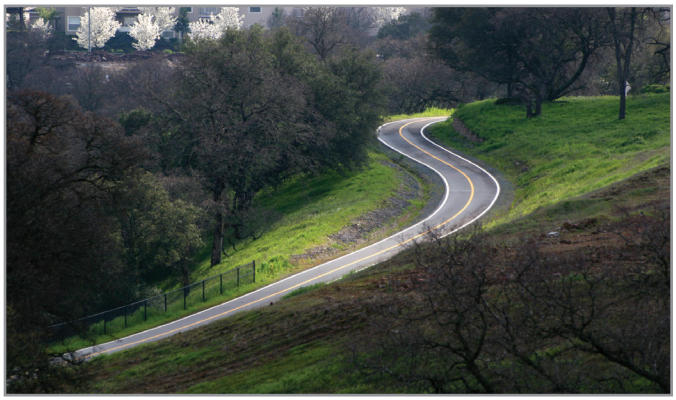
- **Ridesharing** services along the SR 65 corridor include four park and Ride lots that provide a place for drivers to park their cars and rendezvous with carpools, vanpools, and transit for work and other trips. Park and Ride lots are listed in Table 3.

BICYCLE FACILITIES

The SR 65 CSMP corridor does not currently contain an established network for bicycles. The freeway facility on either side of the Cities of Wheatland and Lincoln as well as the 4/5 lane freeway segment through the Cities of Rocklin and Roseville, are not suitable for bicyclists. The location and facility of the current bicycle routes within the corridor are depicted in Figure 5 and summarized in Table 4.

Bicycle facilities in the corridor are not actively managed in the same manner as motor vehicle facilities. However, there are TOS systems that serve bicyclists such as dedicated bicycle lanes, bicycle detection loops at signalized intersections, and bicyclist activated signal change buttons.

Since 2005, Roseville has been placing bicycle detection loops in bike lanes at all new intersections. The loop detectors are intended to communicate to the traffic signal controller that a bicyclist is stopped in the bike lane. The traffic light will then change for the bicyclist to ride through the intersection – similar to how traffic lights operate for automobiles, except additional time is added to the green light so bicyclists can clear the intersection. Bicycle detection is in operation at 23 intersections in Roseville.



Class I Bike Path - Roseville

SACOG is currently leading the development of a regional bike route mapping system that will be available on the internet. Bicycle information is currently available on the internet at: **www.sacregion511.org/bicycling/bikemaps.html** and at **www.sacregion511.org/bicycling/bikebuddy.html**.

The Class I Bike Path is a paved bike path that is separated from the state highway or local streets. Because the availability of uninterrupted right-of-way is limited, this type of facility is difficult to locate and expensive to build. Prime locations for the bike path are areas, such as power-line easements, utility easements, canal banks, river levees, drainage easements, railroad or highway rights of way, or regional community parks. Washington Boulevard/Old Highway 65 from Satwell Road to Pleasant Grove Boulevard has been classified as a Class I Bike Path.

The Class II Bike Lane is established within the paved area of the roadway. Bike lanes are intended to promote an orderly flow of bicycle and vehicle traffic. This type of facility is established by using the appropriate striping, legends, and signs. Washington Boulevard/Old Highway 65 from Atlantic Street to SR 65, Roseville Parkway from Harding Boulevard to Washington Boulevard/Old Highway 65, and Fairway Drive/Lone Tree Boulevard from Stanford Ranch Road to Sunset Boulevard have been classified as Class II Bike Lanes.

NEIGHBORHOOD ELECTRIC VEHICLE (NEV):

NEVs are street-legal motorized vehicles with a maximum speed of 25 MPH. They can be driven on any street with a speed limit of 35 MPH or below, or in designated NEV lanes. NEVs have proven to be an affordable, safe, non-polluting alternative to traditional modes of transportation and will provide a multitude of benefits to the Cities of Lincoln and Rocklin. Both Cities are committed to integrating biking, walking, and NEV modes of transportation into their existing street and circulation system as well as into plans of future developments projects. Success in shifting towards these modes of travel is dependent on several factors including, a well connected on-street and off-street system, jobs-housing balance, adequate parking, major attractors and activity centers, and appropriate safety measures.

On certain Bike Lane classes that meet the signage, striping, and width requirements, bicycle routes can double as Neighborhood Electric Vehicle (NEV) routes. In accordance with Assembly Bill (AB) 2353, the City of Lincoln's NEV Transportation Plan envisions three levels of NEV routes. Class I NEV lanes are designed to accommodate pedestrians, bicycles, and NEVs, Class II NEV lanes are designed to accommodate bicycles and NEVs, and Class III NEV lanes provide for shared use with automobile traffic on streets that are designed appropriately for NEV use.

Along the SR 65 CSMP corridor NEV access is currently allowed at the East Lincoln Parkway overcrossing, Fifth Street in downtown Lincoln, and along SR 193 from East Avenue to Ferrari Ranch Road. A future route includes SR 65 from First Street to Industrial Avenue.

The City of Rocklin is in the process of collecting input from the community to aid in the development of a new NEV route plan. The City of Lincoln is in the process of implementing their NEV plan. The implementation of this plan will also benefit bicycle and pedestrian modes of transportation by connecting the gaps currently in the transportation network of this SR 65 CSMP corridor segment.

Figure 4: SR 65 Existing Traffic Operations Systems Elements

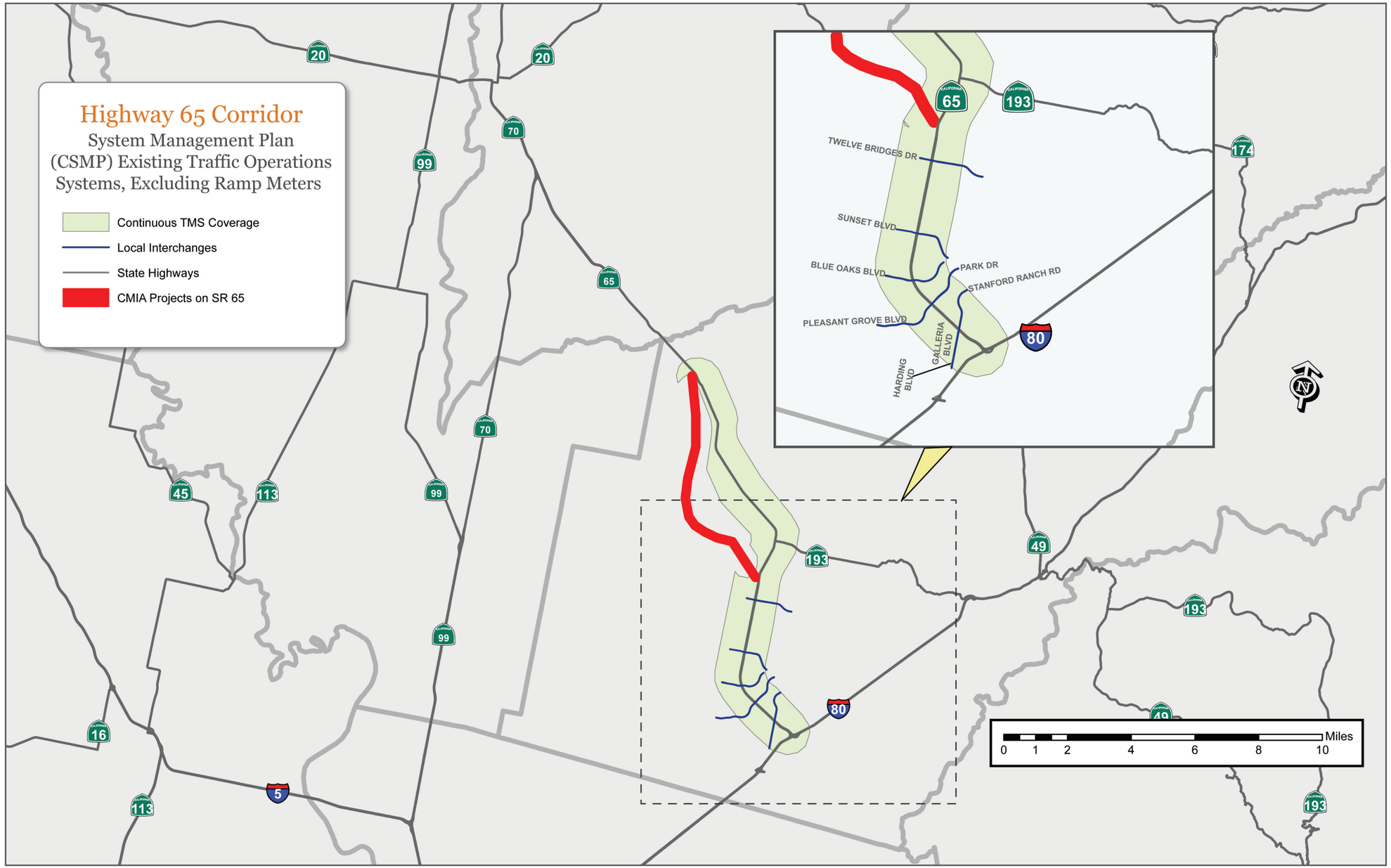


Figure 5: SR 65 CSMP Corridor Parallel Bicycle Routes

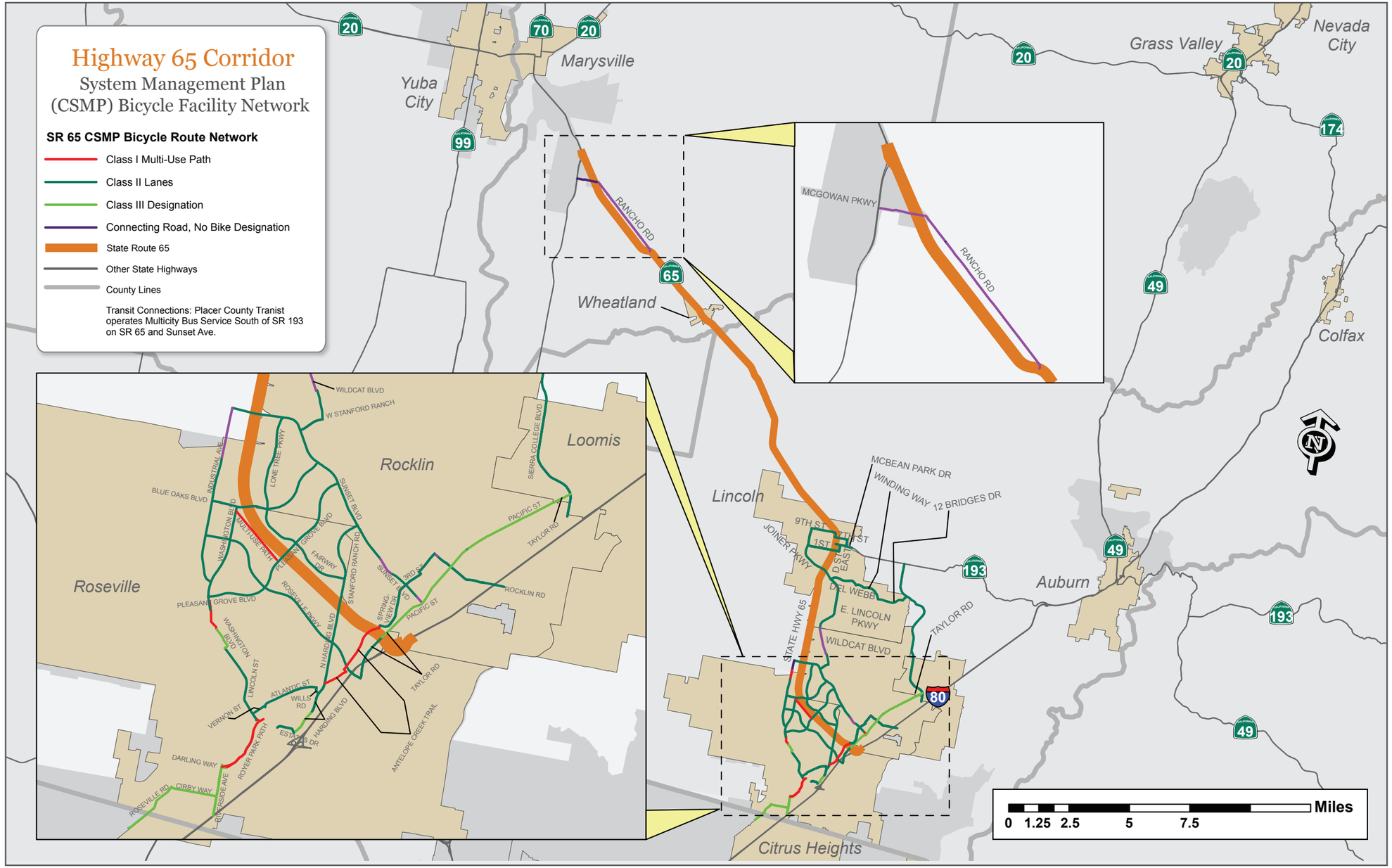


TABLE 4: SR 65 CSMP TRANSPORTATION NETWORK PARALLEL BICYCLE FACILITIES

CO	City	Route Name[1]	From	To	Facility Class[2]
PLA	Roseville	Riverside Drive	Auburn Blvd	Vernon Street	III
		Roseville Road	Sacramento County line	Cirby Way	Unclass
		Cirby Way	Roseville Road	Vernon Street	III
		Vernon Street	Cirby Way	Atlantic Street	Unclass
		6th St./Darling Way	Vernon Street	Dry Creek Trail	III
		Dry Creek Trail	Darling Way	Royer Creek Footbridge	I
		Royer Creek Footbridge	Dry Creek Trail	Washington Blvd	Unclass
		Washington Blvd	Royer Creek Footbridge	Atlantic Street	Unclass
		Atlantic Street	Vernon Street	Wills Road	II
		Wills Road	Atlantic Street	Galleria Blvd	II
		Galleria Blvd	Wills Road	Antelope Creek Trail	II
		Washington Blvd	Sawtell Road	Pleasant Grove Blvd	I
		Industrial Ave	Washington Blvd	Blue Oaks Blvd	Unclass
		Roseville Parkway	Taylor Road	Industrial Ave	II
	Roseville/ Rocklin	Pleasant Grove Blvd	Washington Blvd	Sunset Blvd	II
		Blue Oaks Blvd	Industrial Blvd	Sunset Blvd	II
		Sunset Blvd	Pacific Street	Industrial Blvd	II
	Rocklin	Antelope Creek Trail	Galleria Blvd	Springview Dr	I
		Springview Dr	Antelope Creek Trail	Sunset Blvd	II
		Pacific St	Sunset Blvd	Taylor Rd	III
		Taylor Rd	Pacific St	Sierra College Blvd	III
		Sierra College Blvd	Pacific St	I-80	II, III
		Rocklin Road	I-80	3rd Street	II
		3rd Street	Rocklin Road	Sunset Blvd	II
		Fairway Blvd/ Lone Tree Blvd	Stanford Ranch Road	Sunset Blvd	II
	Rocklin/ Lincoln	Sierra College Blvd	Pacific Street	SR 193	II
		W. Stanford Ranch Road	Sunset Blvd	Wildcat Blvd/ E. Lincoln Parkway	II
		Wildcat Blvd/ E. Lincoln Parkway	W. Stanford Ranch Road	SR 65	II
	Uninc.	SR 65	Sunset Blvd	Ferrari Ranch Road	Unclass.
	Lincoln/ Uninc.	SR 65	Ferrari Ranch Road	S. Beale Road	Unclass.
	Lincoln	Del Webb Blvd	E. Lincoln Parkway	Winding Way	II
		Winding Way	Del Webb Blvd	Twelve Bridges Dr	II
		Twelve Bridges Dr	Winding Way	Sierra College Blvd	II
		Joiner Parkway	SR 65	9th Street	II
		9th Street	Joiner Parkway	7th Street/ SR 65	II
YUB	Uninc	S. Beale Road	SR 65	Rancho Road	III
		Rancho Road	S. Beale Road/ SR 65	McGowan Parkway	III

[1] Some routes extend through multiple jurisdictions
[2] Facility Class = I, II, III, or Unclassified (Uncl.) road

major corridor mobility challenges

The major mobility challenges along this corridor include highway and roadway congestion, the lack of parallel roadway capacity, and transit facilities approaching capacity. Much of the congestion can be attributed to population growth, residential and commercial development, job versus housing imbalances, work schedules that require commute trips during peak travel times, recreational trip generators, and truck traffic. Additionally, the current SR 65 alignment through the City of Lincoln was not originally designed to accommodate the heavy travel demands of today. It is a classic downtown that is bisected by a major regional commute and commercial route.

SR 65 is an important interregional route that serves both local and regional traffic. The route serves as a major connector for both automobile and truck traffic originating from the I-80 corridor (in the Roseville/ Rocklin area) and the SR 70/ 99 corridor (in the Marysville/ Yuba City area). SR 65 is a vital link from more affordable housing in Sutter and Yuba Counties to regional employment centers in Placer County. It is also an important route for the transport of aggregate, lumber, and other commodities.

Placer County is the fastest growing county in California, and the City of Lincoln is one of the fastest growing cities in the state. Yuba County is also a fast growing county, particularly the southern portion, including the City of Wheatland. Wheatland is experiencing rapid development as a growing community and the City is focused on balancing housing and jobs with commercial and industrial growth.

Current and forecasted traffic data is summarized in Table 5.

SR 65 ROADWAY FACILITY

According to the 2007 Caltrans Traffic and Vehicle Data Systems Unit annual traffic volumes reports, the SR 65 CSMP corridor carries an Annual Average Daily Traffic (AADT), varying between 18,700 and 108,000 vehicles within the study corridor. Outside of the project limits within Yuba County, the AADT ranges between 17,000 and 19,500 vehicles. The AADT are shown in Figure 6.

The SR 65 CSMP corridor cuts across sub-regions with different traffic patterns, and the corridor has four different facility types:

- A five-lane freeway (three lanes in the southbound direction) with an unpaved median and barrier separating the two travel directions (between I 80 Interchange and Stanford Ranch Road);
- A four-lane expressway with an unpaved median separating the two travel directions (between Stanford Ranch Road and Industrial Avenue). Within this section is an at-grade signalized intersection at Sunset Boulevard;
- A four-lane expressway with a paved median separating the two travel directions (between Industrial Avenue and Ferrari Ranch Road); and
- A two-lane conventional highway (between Ferrari Ranch Road the Yuba County line).

The Interstate-80 and SR 65 interchange marks the beginning of the SR 65 CSMP corridor. With the planned

widening of both I-80 and SR 65, this interchange will need to be improved to accommodate the increased traffic capacity. Furthermore, congestion relief will be necessary in order to address increased traffic patterns due to the growth in the South Placer County region.

The corridor is now experiencing increasing peak period congestion. Presently, SR 65 passes through the heart of downtown Lincoln on F Street, causing traffic to slow to a crawl as it merges with local traffic, and five traffic signals through downtown.

Through the City of Lincoln, beginning at First Street, SR 65 has one through-lane in each direction with a continuous two-way, left-turn lane. On-street parking and sidewalks are also present in this segment. Traffic signals are located at Ferrari Ranch Road, First Street, Third Street, SR 193 (also known as Fourth Street), Fifth Street, and Seventh Street. The left-turn lane ends near Gladding Road at the edge of the City.

SR 65 & SR 193 Intersection in the City of Lincoln

As a result of the gridlock in Lincoln, traffic diverts to local streets and causes congestion. This delays emergency vehicles and may prevent them from responding in a timely manner. Commute, local, recreation, and regional trip travel times increase dramatically and overall quality of life suffers. Cross traffic resulting from numerous driveways, signalized intersections and proposed future connections will further contribute to the deterioration of the level of service in the downtown area.

Many large trucks operate on SR 65. According to the latest validated truck volumes from the 2006 Caltrans Annual Average Daily Truck Traffic (AADTT) data, trucks comprise between 13.4 to 26.87 percent of total daily traffic along the study area. This is a relatively high percentage of trucks for highways in the Sacramento Region. The many trucks traveling on this two-lane highway with several closely spaced traffic signals adds greatly to congestion through Lincoln.

The existing road between Lincoln and Sheridan is a two-lane conventional highway. It is parallel to and east of the railroad tracks. Right of way in this vicinity is typically 100 to 110 feet wide. There are no passing locations between these towns as a centerline rumble strip with double yellow lines was constructed in 2006.

From Sheridan north, the route continues as a two-lane conventional highway, passing through the town of Wheatland, slowing down traffic to a posted 35 mph.

The highway is subject to various incident related closures. For example, over the last two decades the highway has been subject to approximately two temporary closures a year related to vehicle collisions, flooding, at-grade railroad incidents, and other events.

TABLE 5: CURRENT AND FORECASTED TRAFFIC DATA

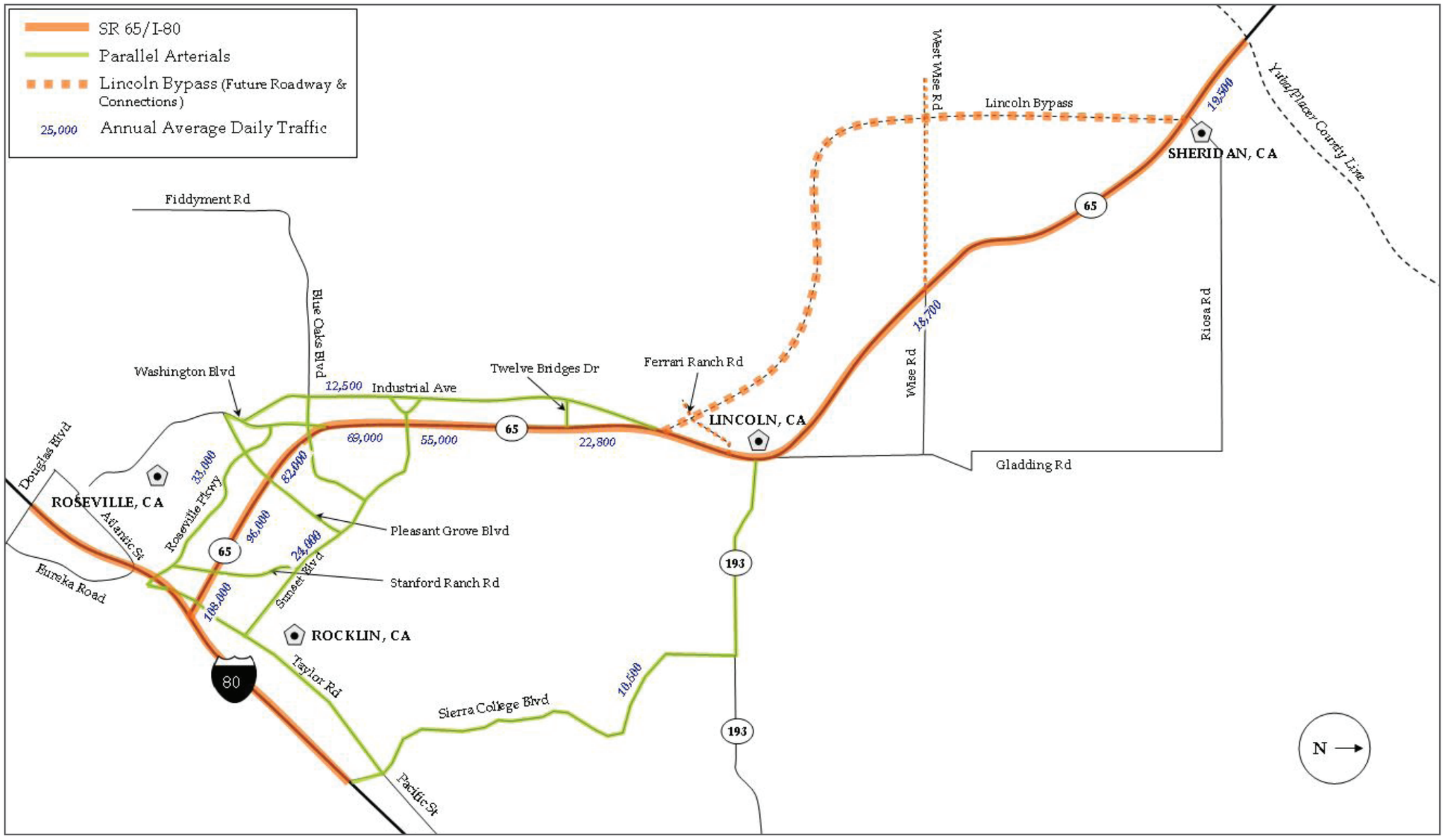
Location	Current Traffic Data—2008					Prior 3 Years	Future Traffic Data — 2028			
Description and Location	% of Trucks	Peak Directional Split[1]	Peak Hour Traffic	Average Annual Daily Traffic[2]	Volume over Capacity[3]	Reported Collision Rate Index(% Compared to State Average)[5]	Peak Hour Traffic	Average Annual Daily Traffic[2]	Volume over Capacity[3] (No-Build)	Volume over Capacity[3] (Build)
I-80 to Washington Blvd	4%	56%	8,200	108,000	0.90	-56	15,580	205,200	1.37	1.14
Washington Blvd to Industrial Ave	5%	58%	5,500	69,000	0.88	-34	11,000	138,000	1.41	0.98
Industrial Ave to Ferrari Ranch Rd	7%	61%	4,450	55,000	n/a	108	7,500	94,095	n/a	0.99
Ferrari Ranch Rd to Gladding Rd	10%	61%	2,650	22,800	n/a	23	5,080	63,695	n/a	0.97
Gladding Rd to Riosa Rd	12%	61%	1,900	18,700	0.65	-49	4,510	56,580	0.84	0.86
Riosa Rd to Yuba County Line	12%	62%	1,800	19,500	0.62	-11	5,090	63,850	0.84	0.98
Yuba County Line to S Beale Rd	12%	58%	1,900	19,500	0.65	-71	1,700	17,410	0.79	0.61
S Beale Rd to SR 70	12%	60%	1,850	19,000	0.29	-25	3,330	34,200	0.39	0.51

[1] Peak Directional Split: The percentage of total traffic in the heaviest traveled direction during the peak hour.
[2] Average Annual Daily Traffic (AADT): The average number of vehicles per day in both directions.
[3] Volume over Capacity (V/C): The volume of traffic compared to the capacity of the roadway.
[4] Volume over Capacity does not determine LOS for two- or three- lane facilities, or segments with intersection delay.
[5] Reported Collision Rate Index (% Compared to State Average): The percentage by which each segment's reported collisions rate (fatal, injury, and property damage only) is above or below the statewide average reported collisions rate on comparable facilities. Source: 3-Year Caltrans Traffic Accident Surveillance and Analysis System data.

Volumes are for Lincoln By-Pass Only

Volumes are for Wheatland By-Pass Only

Figure 6: Annual Average Daily Traffic (AADT)



BOTTLENECKS

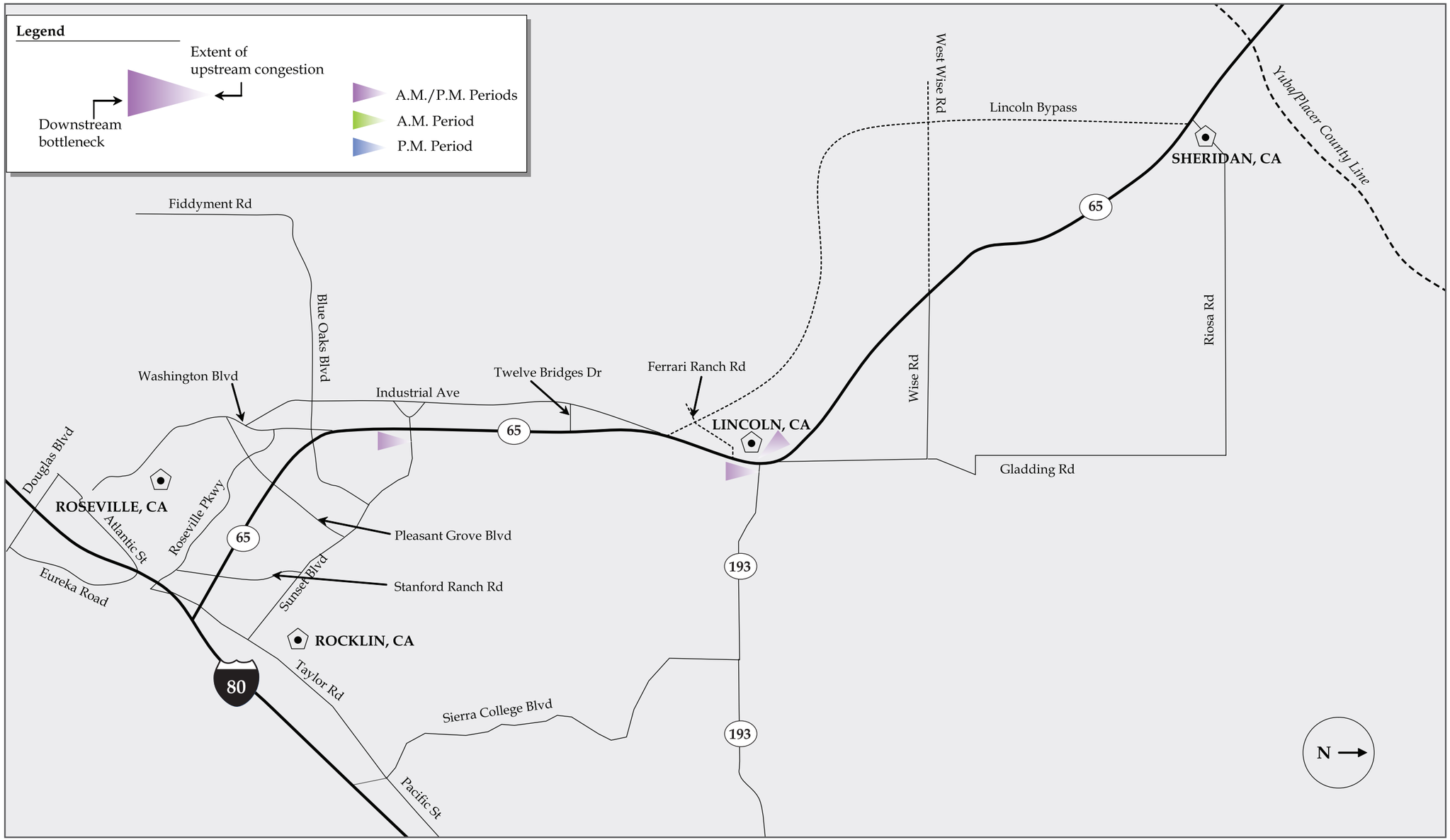
The 2000 Highway Capacity Manual defines a bottleneck as "a road element on which demand exceeds capacity." It is important to note, however, that a bottleneck does not necessarily refer to a physical location, but rather a traffic condition that can occur at any location. Furthermore, bottlenecks typically occur over some distance, rather than a single spot. Depending on the bottleneck and situation, the length of the bottleneck segment will vary. In the effort to understand the cause of a bottleneck and find potential solutions, it is important to know where the bottleneck actually terminates and free-flow conditions are restored. A bottleneck is said to terminate where speeds increase from 30 to 50 miles per hour, often in a very short distance; this location is associated with the open end of the bottle where vehicles are able to return to free-flow speeds after being choked through the bottleneck.

TABLE 6: BOTTLENECK SUMMARY

Bottleneck Location	Northbound SR 65		Southbound SR 65		Cause
	AM	PM	AM	PM	
A. Ferrari Way/Ferrari Ranch Road to Jct. State Rte. 193	Major	Major	Major	Major	Lane drop, lack of access restrictions, traffic restrictions (signals/stop signs)
B. Between Washington Blvd and Sunset Blvd	Major	Major			Traffic surge due to major retail and industrial usage nearby and traffic signal at Sunset Blvd

The location and extent of the bottlenecks on the SR 65 corridor are shown in Figure 7 and summarized in Table 6. The bottlenecks illustrated in Figure 7 coincide with the segments between Ferrari Ranch Road and the junction of SR 193, as well as between Blue Oaks Boulevard and Sunset Boulevard.

Figure 7: SR 65 AM / PM Peak Period Bottleneck Locations



performance measures

Continuing corridor monitoring and performance measures are an integral part of corridor management and investment decision making and help identify immediate, efficient, and effective system operational strategies and capital improvements. Performance measures provide **the important dynamic daily information needed to rapidly address operational problems caused by recurrent and non-recurrent traffic congestion.** Measures are also used to identify the best improvement actions to generate the desired results.

Table 7 identifies the performance measures to be used as part of the corridor system management process.

BASELINE DATA FOR PERFORMANCE MEASURES

Tables 8, 9, and 10 summarize baseline data for the performance measures for the SR 65 CSMP transportation network.

The performance data was primarily compiled from the SACMET demand based traffic model, the year 2007 edition of the Traffic Volumes Manual, year 2000 edition of the Highway Capacity Manual, Caltrans Traffic Accident Surveillance and Analysis System (TASAS), 2007 Caltrans Division of Maintenance Pavement Summary Report, ridership records provided by the transit providers.

Additional performance data was derived from the Performance Measurement System (PeMS) tool, an Internet based tool used to host, process, retrieve, and analyze road traffic conditions information from real-time and historical data. PeMS obtains 30-second loop detector data in real-time from detectors installed along the highway corridor.

It should be noted that Average Daily Traffic (ADT) and LOS for some Parallel/Connecting Roadways segment locations in Table 9 was not available. These are noted, "No Data."

Performance measures guide investment decisions toward the best improvements to achieve the desired effects.

Data collection for non-auto modes is not as robust as what is needed for active system management. Subsequent updates of this CSMP will seek to expand the availability of transit and bicycle performance data collection.

TABLE 7: PERFORMANCE MEASURES – DEFINITIONS AND APPLICABILITY		
Performance Measure	**Definition of Performance Measure**	**Applicability to Corridor**
STATE HIGHWAY SYSTEM		
Level of Service (LOS)	A "report card" measurement with "A" being the least amount of congestion and "F" being the most congestion.	LOS is a relatively simple and widely used measure, which offers comparison opportunities.
Total Vehicle Hours of Delay	The additional travel time in hours experienced by all vehicles on the highway segment per day or at peak hour due to congestion.	This measurement is used to determine the cost, in time, which congestion can add to the regular travel time that it takes to traverse a segment of road, and is useful in quantifying the performance of a particular roadway in an understandable format.
Total Person Minutes of Delay	The additional travel time in minutes experienced by all persons in vehicles on the highway segment per day or at peak hour due to congestion.	This measurement is used to determine the cost, in time, which congestion can add to the regular travel time that it takes to traverse a given segment of road, and is useful in quantifying the performance of a particular roadway in an understandable format and for comparison of improvement options.
Minutes of Delay per Vehicle	The additional travel time in minutes experienced by each vehicle on the highway segment at peak hour due to congestion.	This measurement is used to determine the cost, in time, which congestion can add to the regular travel time that it takes to traverse a given segment of road.
Minutes of Delay per Person	The additional travel time in minutes experienced by each person in vehicles on the highway segment at peak hour due to congestion.	This measurement is used to determine the cost, in time, which congestion can add to the regular travel time that it takes to traverse a given segment of road.
Vehicle Travel Time (Minutes)	The average time spent by vehicles traversing between two points on a road or highway.	Travel time is a measure used to quantify travel time deficiencies and provide a personal indicator of congestion impacts.
Distressed Pavement	Pavement that rides rougher than established maximums and/or exhibits substantial structural problems as determined by the Pavement Condition Survey (PCS).	This measurement provides a ride quality indicator and an indicator for structural roadway problems.
Reported Collision Rate	Comparison of the actual total collision rate (%) along a highway segment above, or below, the statewide average for fatal, injury, and property damage-only collisions on comparable facilities.	Comparing the total collision and rate with statewide average rate provides an opportunity to assess safety conditions through the corridor.
PARALLEL AND CONNECTING ROADWAYS		
Level of Service (LOS)	A "report card" measurement with "A" being best and "F" being worst.	LOS is a relatively simple and often used measure, which offers comparison opportunities.
TRANSIT		
Available Capacity	Ration (%) of available transit capacity alternatives within the corridor	This measure indicates the available capacity to accommodate diverted travelers from single occupant vehicles.
BICYCLE FACILITIES		
Placeholder	Placeholder	Placeholder

TABLE 8: SR 65 BASELINE PERFORMANCE DATA SUMMARY

County	Location	Post Miles	Distance (Miles)	Average Daily Traffic[1]	Performance Measures											
					LOS[1]	Total Vehicle Hours of Delay[2]		Total Person Minutes of Delay[2]		Minutes of Delay per Vehicle[2]	Minutes of Delay per Person[2]	Vehicle Travel Time (Minutes)[2]	Distressed Pavement (Lane Miles)[4]	Reported Collision Rate Comparison (%)[5]	Reliability[6]		Lost Productivity[7] Lost Lane Miles	
						Daily	Peak Hour[3]	Daily	Peak Hour[3]	Peak Hour[3]	Peak Hour[3]	Peak Hour[3]			Eastbound	Westbound	Lost Lane Miles AM Peak Period	Lost Lane Miles PM Peak Period
STATE HIGHWAY SYTEM:																		
PLA	I-80 Interchange to Washington Blvd	4.86/8.26	3.40	108,000	F	909	182	74,155	11,996	1.33	1.21	4.73	8.26	-56	Data Unavailable			
	Washington Blvd to Industrial Ave	8.26/11.91	3.65	69,000	D	452	90	36,921	5,973	0.99	0.90	4.64	12.90	-34				
	Industrial Ave to Ferrari Ranch Rd	11.91/12.96	1.05	55,000	D	236	47	19,252	3,114	0.64	0.58	1.90	12.96	108				
	Ferrari Ranch Rd to Gladding Rd	12.96/14.43	1.47	22,800	F	364	73	29,728	4,809	1.65	1.50	4.17	14.43	23				
	Gladding Rd to Riosa Rd	14.43/21.75	7.32	18,700	E	88	35	7,180	2,323	1.11	1.01	9.90	21.75	-49				
	Riosa Rd to Placer/Yuba County Line	21.75/24.24	2.49	19,500	E	30	12	2,463	797	0.40	0.37	3.39	24.26	-11				
YUB	Placer/Yuba County Line to S Beale Rd	0.00/4.10	4.10	19,500	E	68	27	5,543	1,793	0.86	0.78	6.21	1.38	-71				
	S Beale Rd to SR 70 Jct	4.10/9.38	5.28	19,000	A	0	0	0	0	0	0	5.17	15.62	-25				
Total		**28.76**		**2,147**		**175,242**		**40.11**	**111.56**									

[1] Source: Average Daily Traffic and Level of Service (LOS) calculated is based on 2007 Caltrans Traffic Volumes on California State Highways and Highway Capacity Manual and Cambridge Systematics from 2008.
[2] Source: Delay is the average additional travel time by vehicles/persons traveling under 60 mph. Data derived from 2007 HICOMP report, SACMET Travel Demand Model, PeMSs traffic data, and Caltrans District 3 Traffic Operations Probe vehicle Tach runs.
[3] Peak Hour is during PM.
[4] Source: 2007 Caltrans Division of Maintenance Pavement Summary Report
[5] Source: 2004 through 2007 Caltrans Traffic Accident Surveillance and Analysis System summary data of the percentage above, or below, the statewide average for fatal, injury, and property damage-only collisions on comparable facilities.
[6] Reliability: Data taken from April 2007 PeMS covering a 24-hour period of time on Tuesday, Wednesday, and Thursday and aggregated into a single average 24-hour day. Data analyzed to determine highest average AM and PM travel time. That average was compared to the best possible average travel time to determine additional travel time spent traveling the segment. The difference between the best average travel time and the highest average travel time is the additional time necessary to add to a trip to arrive on time.
[7] Lost Productivity: Data taken April 2007 PeMS. As traffic increases to the capacity of the highway, speeds decline, throughput drops dramatically, and the efficiency of the highway to provide mobility decreases. This decline in the potential carrying-capacity of the freeway is expressed in terms of how many equivalent lane miles of roadway are lost.

TABLE 9: PARALLEL AND CONNECTING ROADWAYS PERFORMANCE MEASURES											
County	Location	Average Daily Traffic[1]	Performance Measures								
			LOS[1]	Total Vehicle Hours of Delay		Total Person Minutes of Delay		Minutes of Delay per Vehicle	Minutes of Delay per Person	Vehicle Travel Time (Minutes)	Distressed Pavement (Lane Miles)
				Daily	Peak Hour	Daily	Peak Hour	Peak Hour	Peak Hour	Peak Hour	
PARALLEL AND CONNECTING ROADWAYS											
PLA	Blue Oaks Blvd Industrial Ave to Sunset Blvd	31,300	n/a	Data Unavailable							
	Industrial Ave Washington Blvd to SR 65	4,600	n/a								
	Washington Blvd Roseville Pkwy to Blue Oaks Blvd / SR 65	8,900	C								
	Pleasant Grove Blvd Washington Blvd to Sunset Blvd	41,400	C								
	Roseville Pkwy Washington Blvd to Taylor Rd	46,100	B/C								
	Atlantic St Harding Blvd to Taylor Rd	25,300	n/a								
	Galleria Blvd Atlantic St to Sunset Blvd	30,100	C								
	Taylor Road Eureka Rd to Sierra College Blvd	21,200	C								
	I-80 Atlantic Street to Sierra College Blvd	122,000	E								
	Sunset Blvd Pacific St to SR 65	24,400	n/a								
	Sierra College Blvd I – 80 to SR 193	17,200	n/a								
	SR 193 Sierra College Blvd to SR 65	8,800	C								
	Twelve Bridges Drive Industrial Blvd to SR 65	n/a	n/a								

TABLE 10: SR 65 CSMP TRANSIT PERFORMANCE MEASURE DETAIL			
County	Transit Provider	Estimated Average Daily Passenger Ridership	Performance Measures
			Available *Daily* Capacity (%)[1] / *Available Peak* Hour Capacity[1]
TRANSIT			
	Greyhound	n/a	n/a
PLA	**PCT**	226	42.3% ./ 37.7%
	Roseville Transit	n/a	n/a
YUB	**YST**	15	81.3% / 18.7%
BIKE[2]			
	Placeholder		

[1] Source: Average Daily and Peak Hour Available Capacity calculated from each transit provider's route ridership data.
[2] Bicycle performance measure(s) will be identified, applied, and included in the subsequent CSMPs.

planned corridor system management strategies

CONCEPT LOS AND CONCEPT FACILITY

"Concept LOS" and "Concept Facility" have traditionally been used in Caltrans TCCR's to reflect the minimum level or quality of operations acceptable for each route segment within the 20-year planning period and the highway facility needed in the next 20-years to maintain the Concept LOS.

Typical Concept LOS standards in Caltrans District 3 are LOS "D" in rural areas and LOS "E" in urban areas. However, some heavily congested route segments now have a Concept LOS "F" because the improvements required to bring the LOS to "E" are not feasible due to environmental, right of way, financial, and other constraints. The application of multi-modal corridor management strategies should reduce the severity and duration of congestion and provide viable travel options and information that will enable a traveler to avoid severe freeway congestion.

The Concept LOS and Concept Facility for SR 65 are shown in Table 11. Almost all SR 65 segments are forecasted to operate under LOS "F" conditions in 20 years under the No-Build and Build scenarios.

CORRIDOR MANAGEMENT STRATEGIES

The SR 65 CSMP also proposes specific strategies to enhance corridor mobility (see Table 12), based on the following 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 (see Table 13).

KEY CAPITAL PROJECTS

Table 13 contains key capital projects that have been identified as the most critical to corridor mobility. These are also included in the Placer County RTP 2027 and SACOG MTP 2035 and are either planned without any funding yet programmed, partially programmed, or entirely programmed. SACOG conducted significant public attitude research for the MTP 2035 to complement comprehensive outreach efforts through community workshops, the TALL Order: Moving the Region Forward event, the televised town hall Road Map for the future, and associated public polling. The results of the SACOG analyses and public outreach for the MTP were used when selecting the key projects for identification in the CSMP and to ensure consistency. Not all corridor projects in the RTP and MTP are included in the CSMP since the CSMP focuses on the managed network and the Placer County RTP and SACOG MTP considers all streets and roads, bike routes, and transit services in the corridor.

TABLE 11: SR 65 CONCEPT LOS AND FACILITY TYPE

Location				Forecasted Level of Service[1] (LOS) and Facility Type					
County	Description and Location	From Post Mile	To Post Mile	Current LOS[1]	20-Yr No Build LOS[1,2]	20-Yr Concept LOS[1,3]	Existing Facility[4]	Concept Facility[4,5,6]	Ultimate Facility[4,5,7]
PLA	I-80 to Blue Oaks Blvd	4.86	8.26	F	F	F	5F	6F + 2 HOV + 2 AUX	8F + 2 HOV + 2 AUX
PLA	Blue Oaks Blvd to Industrial Ave	8.26	11.91	D	F	E	4E	6F + 2 HOV + 2 AUX	8F + 2 HOV + 2 AUX
PLA	Industrial Ave to Ferrari Ranch Rd	11.91	12.96	D	F	E	4E	4F*	6F
PLA	Ferrari Ranch Rd to Gladding Rd	12.96	14.43	F	F	E	2C	4E*	6F
PLA	Gladding Rd to Riosa Rd	14.43	21.75	E	E	D	2C	4E*	6F
PLA	Riosa Rd to Yuba County Line	21.75	24.24	E	E	E	2C	4E	6F
YUB	Yuba County Line to S. Beale Rd	0.00	4.1	E	E	E	2C	2E	6F
YUB	S. Beale Rd to SR 70	4.1	5.28	A	B	C	4F	4F	6F

[1] Level of Service (LOS): A "report card" for evaluating traffic flow with "A" being the best and "F" being the worst.
[2] 20-Year LOS (No Build): The LOS that would be expected at 20 years with no improvements.
[3] 20-Year Concept LOS: The minimum acceptable LOS over the next 20 years.
[4] Facility Type Codes: C=Conventional Highway; E=Expressway; F=Freeway; HOV=High Occupancy Vehicle Lanes; Aux=Auxiliary Lanes.
[5] Operational Improvements are included in future facilities for all segments. Examples of operational improvements include TOS improvements and Auxiliary lanes.
[6] Concept Facility: the future roadway with improvements needed in the next 20 years. If LOS "F," no further degradation of service from existing "F" is acceptable, as indicated by delay performance measurement.
[7] Ultimate Facility: The future roadway with improvements needed beyond a 20 year timeframe
* Grey highlighted segments, beginning at Industrial Avenue and ending north of Riosa Road, will be replaced by the SR 65 Lincoln Bypass

TABLE 12: SR 65 CSMP STRATEGY IMPLEMENTATION

Strategy	Description	Implementation Challenges
Maintain and operate the existing corridor multi-modal transportation infrastructure	Maintain the existing investment in all modes of the transportation system and provide adequate resources for daily operations, including operating revenues for transit services.	Funding availability, funding competition with the region
Fully coordinate the delivery of transportation services and facilities in the corridor, including daily operations and system planning enhancements	Interagency operational coordination to maximize the efficiency and effectiveness of all modes operating in the corridor with a focus on the CSMP transportation network defined in this CSMP. Use of an existing group or committee to provide initial oversight for this strategy.	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.	Funding availability, funding competition within the 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.	Funding availability, funding competition within region
Provide traveler information to the public	Provide the public with real-time easily accessible information regarding the status of all CSMP transportation system components so as to allow travelers to make informed decisions about trip mode, time, and routing options.	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.	Staff resources and data availability
Decrease the duration of non-recurrent traffic congestion	Expand and enhance the Freeway Service Patrol to respond to automobile accidents and vehicle break-downs	Funding availability, funding competition within the region
Timely implementation of STARNET	Expedite the implementation of the STARNET operators of transportation facilities and emergency responders in the Sacramento region through real-time sharing of data and live video, and refinement of joint procedures pertaining to the operation of roadways and public transit, and public safety activities as well as enhance the region's 511 web site and interactive telephone service to provide more traveler information.	Funding availability, funding competition within the region
Enhance transit and rail service	Increase transit service frequency, provide express transit services, implement bus rapid transit routes, reduce headways for light rail and buses, and construct planned light rail line extensions.	Funding availability, funding competition within the region
Complete Bus/Carpool lane network	Complete the regional bus/carpool lane network, including freeway-to-freeway HOV lane connectors.	Funding availability, funding competition within the region. Public agency and public acceptance of network

TABLE 12: SR 65 CSMP STRATEGY IMPLEMENTATION *(CONTINUED)*

Strategy	Description	Implementation Challenges
Enhance Transportation Demand Management strategies	Encourage employers to provide telecommuting and flexible work hour options to employees.	Acceptance by employers and resources to participate
Optimize the timing and synchronization of traffic signals	Coordinate the optimization and timing of traffic signals along parallel and connecting roadways within and between jurisdictions to improve traffic flow and reduce congestion. Provide signal priority systems for transit vehicles.	Funding availability and coordination between cities and counties
Improve access management practices for freeways and parallel/ connecting roadways	Develop and implement access management strategies to maintain the operational efficiency of freeways and parallel/connecting roadways.	Agreement between responsible jurisdictions as to where increased access control is needed. Increased access control on some parallel/connecting roadways may increase traffic volumes on non-corridor roads.
Develop innovative use of Changeable Message Signs (e.g.; travel times)	Potential uses of CMSs to improve system efficiency include the use of CMSs along portions of all corridors near transit station to indicate travel times based on real-time existing traffic conditions on the freeway, parallel roadways and express bus and light rail services, as well as information regarding the next available transit option to use as an option to continuing the trip by private vehicle.	Funding availability, funding competition within the region
Implement & expand Transit Automatic Vehicle Locator (AVL)/ Transit status information enhancements for system users	Expand the use of AVL systems utilizing GPS technology to track in real-time the location of transit vehicles, monitor transit schedules, dispatch transit vehicles, and provide real-time passenger information such as “next bus” or “next train” arrival times.	Funding availability, funding competition within the region
Expand Park-and-Ride lots at key locations	Add additional capacity to existing park-and-ride lots at or approaching capacity near transit stations and other locations.	Funding availability, funding competition within the region
Improve bike-pedestrian access in the CSMP transportation network	Construct additional bicycle paths / lanes, and related improvements to improve access and connectivity to transit, park and ride lots, and destination points.	Funding availability and funding competition within the region
Provide “Bike-Sharing”/”Car-Sharing” to/from transit (“Carlink”), and from neighborhoods	Expand the Regional Rideshare and Spare-the-Air programs to include bicycle and car sharing opportunities.	Funding availability and coordination between SACOG, TMA, Air Districts, employers, developers, property managers, and local government officials
Provide parking management strategies in interested jurisdictions, where applicable, to discourage use of single-occupant vehicles	In higher-density areas, provide preferential parking for carpools and vanpools, require residential parking permits, remove on-street parking, and/ or provide graduated parking fees for metered on-street parking based on vehicle type and time of day for SOV spaces to encourage transit use.	Acceptance by businesses local officials, and the general public
Expand bicycle commute & transit fare strategies/ subsidies	Increase participation by large employers in programs that subsidize transit fares for employees during peak-hour commute times and provide bicycling to work incentives.	Voluntary participation by large employers to pay subsidy to transit providers.

TABLE 13: SR 65 CSMP KEY CAPITAL PROJECTS

CO	Post Mile	From	To	Project Description	EA/MPO/ TIP ID	Total Cost Estimate X $1,000	Comp Year
SR 65							
PLA	12.20/ 23.80	Industrial Blvd	South of Yuba County Line	Lincoln Bypass: Placer County, near Lincoln, SR 65, Industrial Blvd to south of Yuba County line: construct SR 65 Lincoln Bypass, a new 4-lane expressway /freeway on a new alignment.	CAL 17240, PLA 25202,EA 33800	$325,100	2014
PLA	12.60/ 23.80	Industrial Blvd	South of Yuba County Line	Lincoln Bypass: Phase 2, ROW acquisition	TBD	$400	2014
PLA	12.96	Ferrari Ranch Rd	SR 65 Bypass	In Lincoln, SR 65 Lincoln Bypass at Ferrari Ranch Road: construct IC	PLA 19070	$19,000	2018
PLA	8.065/ 12.849	Blue Oaks Blvd	Industrial Ave	Construct bus/carpool lanes	TBD	TBD	TBD
PLA	11.921	Twelve Bridges Dr	Twelve Bridges Dr	Upgrade Twelve Bridges Over X-ing to a full IC with merge lane to SB SR 65	TBD	TBD	TBD
PLA	11.921/12.840	Twelve Bridges Dr	Industrial Ave	Construct auxiliary lane	TBD	$2,000	TBD
PLA		SR 65	12 Bridges Dr	Industrial Blvd, from SR 65 to Twelve Bridges Dr , Widen from 2- to 4-lanes	TBD	$948	2010
PLA		Twelve Bridges	Athens Blvd	Industrial Blvd, widen from 2- to 4-lanes.	TBD	$759	2010
PLA		Industrial Blvd	SR 65 IC	Widen Twelve Bridges Dr from 2 to 4 lanes including interchange improvements	TBD	$210	2015
PLA		Foothills Blvd	Wood Creek Oaks	Pleasant Grove Blvd, widen from 4- to 6-lanes	TBD	$1,500	2015
PLA	10.20/ 10.80	Whitney Ranch Parkway	Whitney Ranch Parkway	New IC at Whitney Ranch Pkwy (may handle Placer Pkwy)	PLA 19610	$23,411	2012
PLA	9.31/ 9.81	Sunset Blvd	Sunset Blvd	New IC at Sunset Blvd	PLA 19510	$34,072	2010
PLA		SR 65	West Stanford Ranch Rd	Sunset Blvd, widen to 6- lanes	TBD	$900	2010
PLA		SR 65	Cincinnati Ave	Sunset Blvd in Rocklin, widen from 2- to 4-lanes and widen Industrial Blvd/UPRR overcrossing from 2- to 4-lanes, Ph. 1	PLA 25044	$5,183	2009
PLA		SR 193	Loomis Town limits	Sierra College Blvd, widen to 4-lanes	PLA 19810	$8,000	2010
PLA	4.160	I-80/SR 65 IC	I-80/SR 65 IC	Reconstruct IC and upgrade traffic monitoring system	TBD	$102,600	2027
PLA	4.160	I-80/SR 65 IC	I-80/SR 65 IC	Reconstruct IC, Phase 1 of above	4E320	$30,000	2020
PLA	4.86/ 8.065	I-80	Blue Oaks Bl.	Construct bus/carpool lanes	TBD	$50,000	2033

TABLE 13: SR 65 CSMP KEY CAPITAL PROJECTS *(CONTINUED)*

CO	Post Mile	From	To	Project Description	EA/MPO/ TIP ID	Total Cost Estimate X $1,000	Comp Year
YUB	21.74/ 3.99	Future north end of SR 65 Lincoln Bypass	Existing Highway 65 near South Beale Rd.	Wheatland Bypass: New 2-lane expressway from the future north end of SR 65 Lincoln Bypass to the existing SR 65, near South Beale Rd with access control	TBD	$400,000	2025
YUB	9.177	Gold-fields Parkway	SR 65/ SR 70 IC	Construct new IC for Yuba River Pkwy at the SR65/70 connection	EA 3E810K	$66,000	2024
YUB	2.7/ 3.8	Algodon Road-East	Plumas Lake Rd	Construct new L-2 interchange, Algodon Rd - East (Phase 1&2) at Plumas Lake Rd	YUB 15375, EA 2A2720	$21,196	2009
PARALLEL ROADS							
PLA		Washing-ton Blvd	Foothills Blvd	Extend Roseville Parkway as 4-lanes	TBD	$6,000	2019
PLA		Roseville City limits	Sierra College Blvd	Widen Roseville Parkway to 4-lanes	TBD	$850	2022
PLA		SR 65	Liberty Parkway	Widen Sunset Blvd to 6-lanes	TBD	$2,650	2035
PLA		Stanford Ranch Rd	Topaz Ave	Widen Sunset Blvd to 6-lanes	TBD	$2,600	2012
PLA		Topaz Ave	S. Whitney Blvd	Widen Sunset Blvd to 6-lanes	TBD	$2,700	2012
PLA		S. Whitney Blvd	Pacific St	Widen Sunset Blvd bridge to 6-lanes	TBD	$2,600	2012
PLA		I-80	Roseville City limits	Widen Taylor Rd to 4-lanes	TBD	$4,000	2020
PLA		Roseville Parkway	I-80	Widen Taylor Rd to 4-lanes	TBD	$521	2020
PLA		Sawtell Rd	Pleasant Grove Blvd	Widen Washington Blvd to4-lanes	TBD	$12,000	2014
TRANSIT							
PLA		Industrial Blvd	SR 65 Bypass	Construct Park and Ride Lot as part of SR 65 Lincoln Bypass	PLA 25202, CAL 17240	$91,100	2013
BICYCLE & PEDESTRIAN							
PLA		Ingram Parkway	SR 65	Class I ped. /bikeway along Auburn Ravine paralleling Ferrari Ranch Rd and bridge over Auburn Ravine (Ph 2).	TBD	$1,500	2011
PLA		Roseville City limits	Loomis City limits	Pacific St., construct Class II bicycle facility	TBD	$500	2012