

# Fact Sheet

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STATE ROUTE 65 corridor system management plan



## CSMP: A Multi-Modal Approach to Corridor Operations

Caltrans and its partners are taking a dynamic turn in transportation planning and system operations, with the creation of Corridor System Management Plans (CSMPs), for corridors associated with the Corridor Mobility Improvement Account (CMIA) and the Highway 99 Bond Program created by the passage of Proposition 1B in November 2006.

A CSMP is a foundation document supporting the partnership based, integrated management of all travel modes (transit, cars, trucks, bicycles) and infrastructure (rail tracks, roads, highways, information systems, bike routes) in a corridor so that mobility along the corridor is provided in the most efficient and effective manner possible.

### State Route 65

State Route 65 (SR 65) links portions of South Placer County and Yuba County. The CSMP Corridor includes SR 65 from the Interstate 80/SR 65 Interchange in Placer County to the SR 70/65 split in Yuba County, select adjacent roads, transit services and bike routes. 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. 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 ag-

gregate, lumber, and other goods.

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

### 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 CSMP Sections

- Current Corridor System Management Strategies
- Major Corridor Mobility Challenges
- Performance Measures
- Planned Corridor System Management Strategies
- Congestion and Bottleneck Analysis

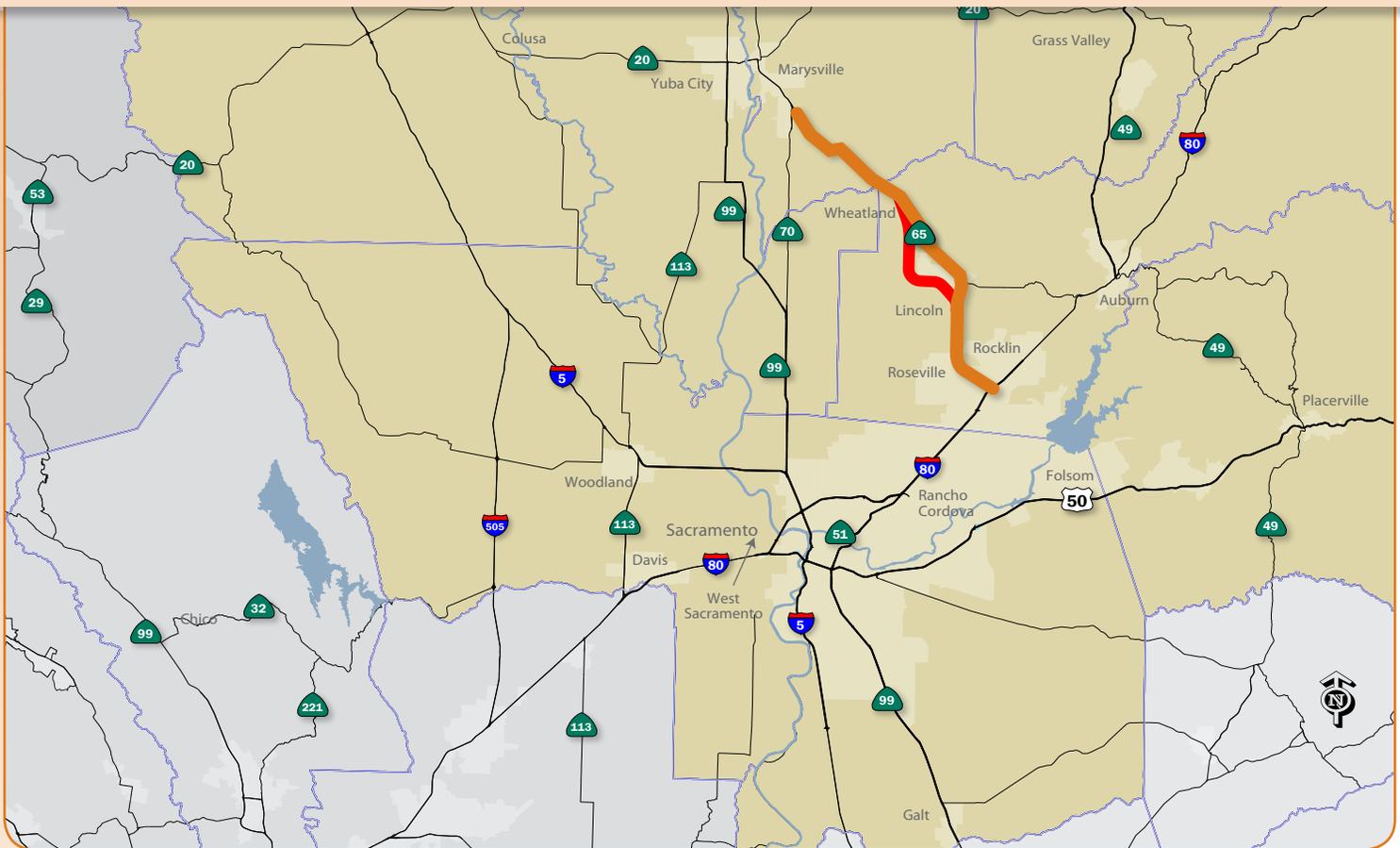
### Next Steps

- Final CSMP Completed in May 2009
- Acceptance of the Final CSMP by SACOG and PCTPA and Caltrans approval in June 2009
- Implement first generation CSMP
- State of the Corridor performance report prepared annually
- CSMP updated every two years or as warranted

**CALTRANS DISTRICT 3**

corridor system management plan

## STATE ROUTE 65 corridor system management plan

**CMIA Project**

The CSMP directly supports the implementation of the CMIA project in the corridor and identified on the map above:

■ The State Route 65 Lincoln Bypass

**For More Information...**

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**Management Strategies, Capital and Visionary Projects**

The CSMP includes both capital and operational improvement concepts to improve corridor mobility. The corridor-wide focus addresses multiple travel modes and strategies – highways and freeways, parallel and connecting roadways, public transit (bus, bus rapid transit), bikeways, and intelligent transportation technologies with a common goal: optimizing public infrastructure investment.

**Corridor Management Strategies**

Are based on the following 5 principles:

- Manage all modes and facilities in the corridor as a single system, beginning with the transportation network defined in this CSMP.
- Implement comprehensive and dynamic multimodal monitoring and reporting for the system and for all modes.
- Develop and use micro-simulation modeling to identify mobility challenges and to evaluate proposed solutions.

- Complete the projects included in the regional transportation plans, with an emphasis on the completion of the key mobility improvement projects identified in this CSMP.
- Implement the specific strategies outlined in this CSMP.

**Key Capital Projects and Visionary Projects**

The CSMP contains a number of key capital projects that have been identified as most critical to corridor mobility. These are included in the SACOG MTP for 2035 and the PCTPA RTP.

Visionary projects are not yet included in other regional planning documents but appear to offer considerable corridor mobility benefits and merit further analysis and consideration for inclusion in future regional transportation planning documents.