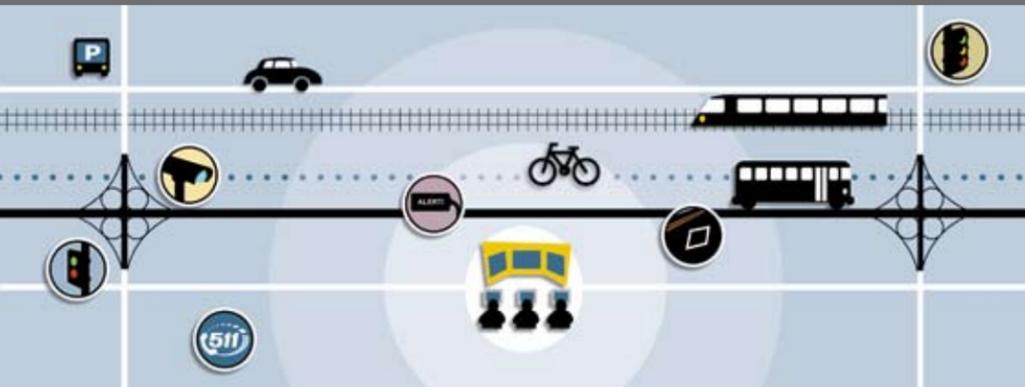


CSMPs Identify Transportation Improvement Funding Needs

In major District 3 travel corridors, Caltrans and its partners will analyze the causes of and develop solutions for traffic congestion. Each Corridor System Management Plan will entail six steps:

1. Define the corridor limits and transportation network to be managed and identify and ensure the involvement of stakeholders in the project development team.
2. Identify performance measures and summarize existing travel conditions along the corridor.
3. Inventory existing system management practices along the corridor.
4. Identify the key corridor mobility challenges.
5. Prepare a corridor management strategy, including proposed detection and monitoring strategies, needed capital improvement projects, and the roles and responsibilities of each jurisdiction and agency in the daily and long-term corridor management process.
6. Implement and update the CSMP.

Corridor System Management



The Traffic Management Center coordinates all modes of transportation in the corridor.



511 Traveler Information



Bus/Carpool Lane



Bus



Auto



Bicycles



Rail



Traffic Lights



Park & Ride



Changeable Message Sign



Traffic Camera



Ramp Metering Light



for more information

www.corridormobility.org

916-274-0601



continued from inside panel

- The Placer County Transportation Planning Agency
- The Nevada County Transportation Commission
- The Butte County Association of Governments

Once a CSMP is completed, it is the responsibility of Caltrans and its partners to implement, monitor and update the plan. All CSMPs will be consistent with other plans, such as the Governor's Strategic Growth Plan, regional transportation plans, and the capital improvement plans of cities and counties.

CSMPs are the wave of the future! Caltrans plans to develop CSMPs in all major urban corridors in the State, to improve mobility and optimize the use of taxpayer dollars.

Increasing Efficiency, Improving Mobility

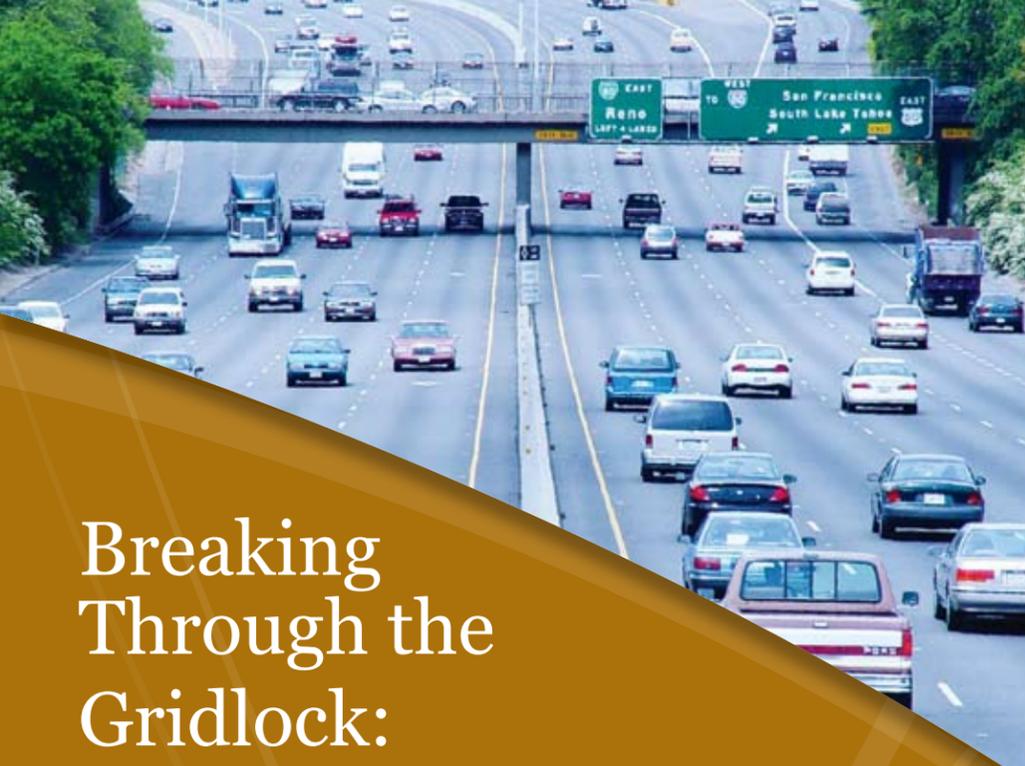
CORRIDOR SYSTEM MANAGEMENT PLANS

csmp

CALTRANS DISTRICT 3

corridor system management plans





Breaking Through the Gridlock:

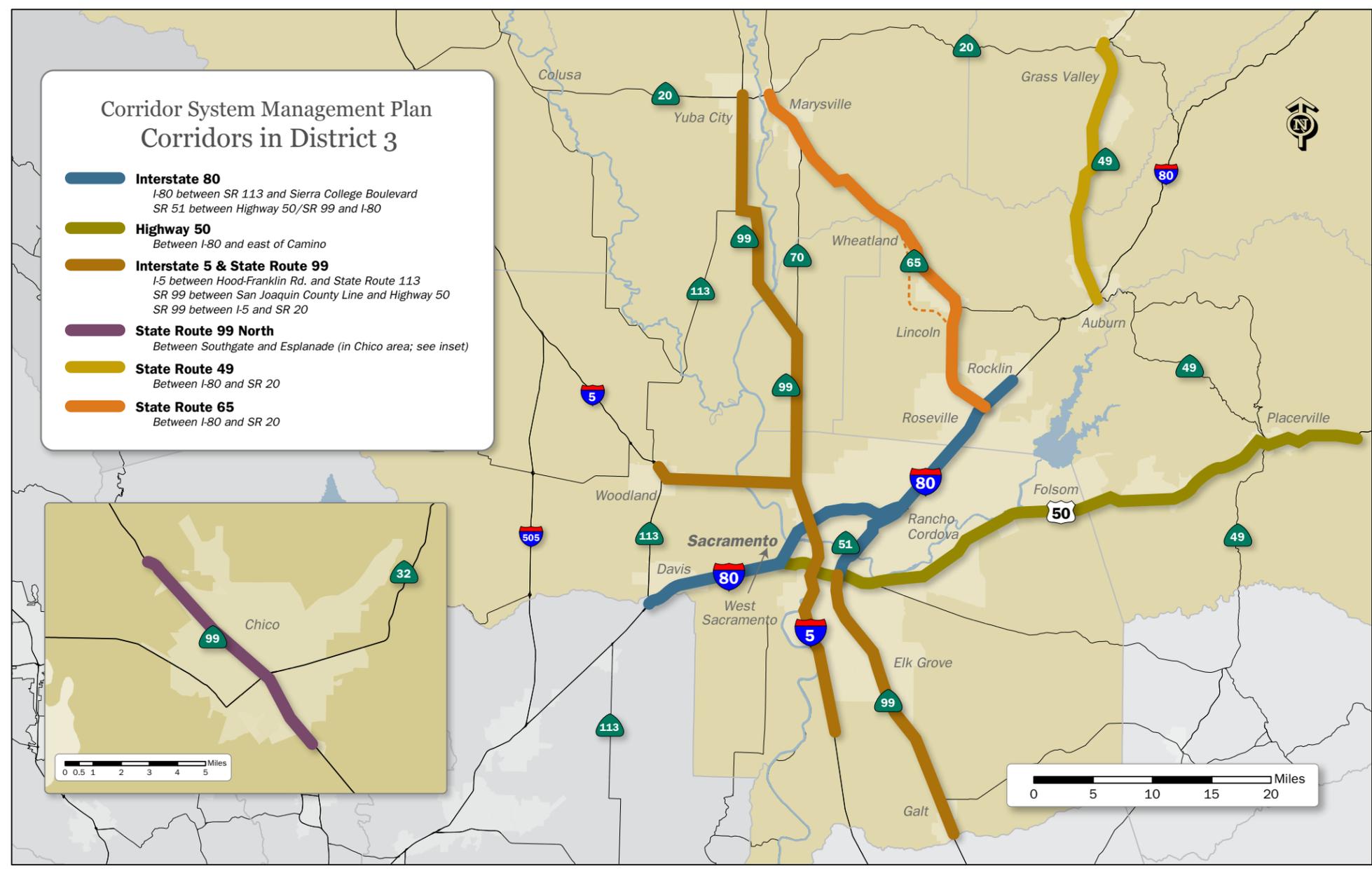
Coordinated Planning for the Future

Caltrans is bringing an intense focus to California's most heavily congested travel corridors—aimed at increasing transportation options and improving travel times.

Californians recognized the critical need to reduce congestion on our vital travel corridors when they approved new transportation funding through the *Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act*, known as Proposition 1B, in November 2006.

Along with new funding came the responsibility to ensure that money is used efficiently and produces measurable results. Caltrans—working together with cities, counties, regional transportation planning agencies, transit operators, bicycle groups, and others—is developing **Corridor System Management Plans** (CSMPs) that integrate capital improvements, traffic and transit management strategies and planning toward one common goal: keep people, and goods moving safely and efficiently through a corridor. A corridor must have a CSMP to receive funds from the Proposition 1B-funded Corridor Mobility Improvement Account and the Highway 99 Bond Programs.

CSMPs integrate and coordinate all travel modes in a corridor—including highways, parallel and connecting roadways, public transit and bikeways—with intelligent transportation systems and transit strategies.



CSMPs: Optimize Taxpayer Dollars and Deliver Results

A CSMP is a comprehensive, integrated management plan for all travel modes in a congested corridor, including:

- State highways and freeways
- Major local streets and roads (parallel and connector roadways)
- Public transit (bus, bus rapid transit, light rail, streetcar, intercity rail)
- Key bicycle facilities

CSMPs include analyses of traffic conditions and propose how to maximize the existing infrastructure by coordinating proven methods and technologies such as:

- Ramp metering
- Coordinated traffic signals
- Changeable message signs for traveler information
- Incident management

- Bus/carpool lanes (and carpool/vanpool programs)
- Transit strategies (for example, feeder buses to light rail and bus rapid transit)

Along with optimizing the use of all existing transportation facilities and strategies, CSMPs also include recommended strategies for needed capital improvement projects.

Importantly, CSMPs also include extensive performance measures, to ensure that taxpayer money is efficiently and effectively used.

Caltrans is ultimately responsible for developing each CSMP, and when completed will submit them to the California Transportation Commission. CSMP concepts will also be integrated into the plans developed by Regional Transportation Planning Agencies (RTPAs). The involved RTPAs in District 3 are:

- The Sacramento Area Council of Governments (for Sacramento, Yolo, Yuba, and Sutter Counties)
- The El Dorado County Transportation Commission