



# Connected Corridors Program

The I-210 Connected Corridors vision is to bring Integrated Corridor Management (ICM) to the San Gabriel Valley in Los Angeles County



### The I-210 Connected Corridors Pilot

Connected Corridors is a collaborative effort to research, develop, test, and deploy a framework for corridor transportation system management in California. Our aim is to fundamentally change the way the state manages its transportation challenges for years to come. Starting with a pilot on Interstate 210 in the San Gabriel Valley, the Connected Corridors program will expand to multiple congested corridors throughout California over the next ten years. As an Integrated Corridor Management (ICM) program, Connected Corridors looks at the entire multi-modal transportation network and all opportunities to move people and goods in the most efficient and safest manner possible.



Photo Courtesy of Foothill Gold Line Construction Authority

### A Cohesive System

Previous efforts to reduce congestion along the corridor have made isolated improvements, although a cohesive system does not exist. The I-210 pilot will look at the entire transportation system—including freeways, arterials, transit, parking, travel demand strategies, agency collaboration, and more—to ensure the greatest potential gains in operational performance will be achieved. The Connected Corridors team is working closely with corridor stakeholders to build consensus on how to address the overall transportation needs of the corridor rather than the needs of specific elements or agencies alone.

in the nation, and is breaking new ground in terms of the institutional, organizational, and budgetary arrangements necessary to successfully implement ICM initiatives like Connected Corridors.

### Long-term Leadership

The Connected Corridors program marks a shift from building our way out of congestion to collaborating with stakeholders to efficiently use what has already been built. In 2015, Caltrans implemented an innovative reorganization plan, starting in Los Angeles, to provide better accountability and system management of individual corridors. This reorganizational effort is the first of its kind

### The Partnership

The program is being led by Caltrans with assistance from LA Metro and California Partners for Advanced Transportation Technology (PATH) at UC Berkeley. The project involves a multi-jurisdictional partnership along the corridor with the County of Los Angeles, the cities of Pasadena, Arcadia, Monrovia, Duarte, the San Gabriel Valley Council of Governments, the Southern California Association of Governments and Foothill Transit. Due to the magnitude of the project, it will be divided into two phases: The first phase will extend from SR-134 to I-605; with the second phase continuing east from I-605 to Foothill Blvd./ U.S. 66.





### Project Benefits

- Improvements in travel time reliability and delay
- Reduced incident response times, including response to the incidents themselves and the implementation of travel mitigation plans
- Likely reductions in secondary incidents, leading to improvements in safety
- Enhanced coordination between Caltrans, local traffic management agencies, first responders, and traffic management centers
- Increased attractiveness of transit services
- Improved traveler experience
- New decision-making tools to improve corridor operations for the freeways, arterials, and transit
- Improved quality of life for the region

### ICM Strategies to be Considered for the Pilot

- System coordination/communication between Caltrans (freeway operator) and local jurisdictions (arterial operators)
- Integration of freeway ramp meters and arterial signal systems
- Arterial signal coordination
- Traffic re-routing due to incidents or events
- Transit signal priority on arterials and on-ramps
- Parking management
- Traveler communication (via changeable message signs, 511, radio, social networks, mobile app) of traffic conditions, transit services, parking, alternate route/trip/ mode options

All possible ICM strategies will involve direct comment and input from all partners

### Project Accomplishments

- Project Charter Signed by Stakeholders: Four cities, the County, three transit agencies, and several other regional and state organizations are all actively engaged in the project through meeting attendance, reviewing documents, and providing valuable input into the development of the ICM system. In June 2015, a project charter was signed by all eleven stakeholders outlining the group's vision, objectives, and commitment to the Pilot. Outreach efforts are ongoing, and stakeholders continue to be added.
- Planning Phase Complete: The Project Management Plan, Concept of Operations (and its component parts, the Corridor Description, User Needs, etc.), and System Engineering Management Plan (SEMP) have all been drafted and reviewed by stakeholders. The System Requirements, which details the specific requirements of the ICM system, is currently being reviewed by stakeholders. The project will "go live" in late-2017.
- Additional Funding Secured: The project team has secured \$24.8 Million of SHOPP (State Highway Operation and Protection Program) funding for highway improvements for Phase 1 and 2, and over \$6 million of LA Metro 2015 Call for Projects funding for arterial improvements was approved in September 2015.

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