

Integrated Corridor Management Project (ICM)



February 21, 2013



Outline

1. Why I-880 ICM?
2. System Components
3. I-880 Corridor Implementation
4. Coordination With Other I-880 Efforts

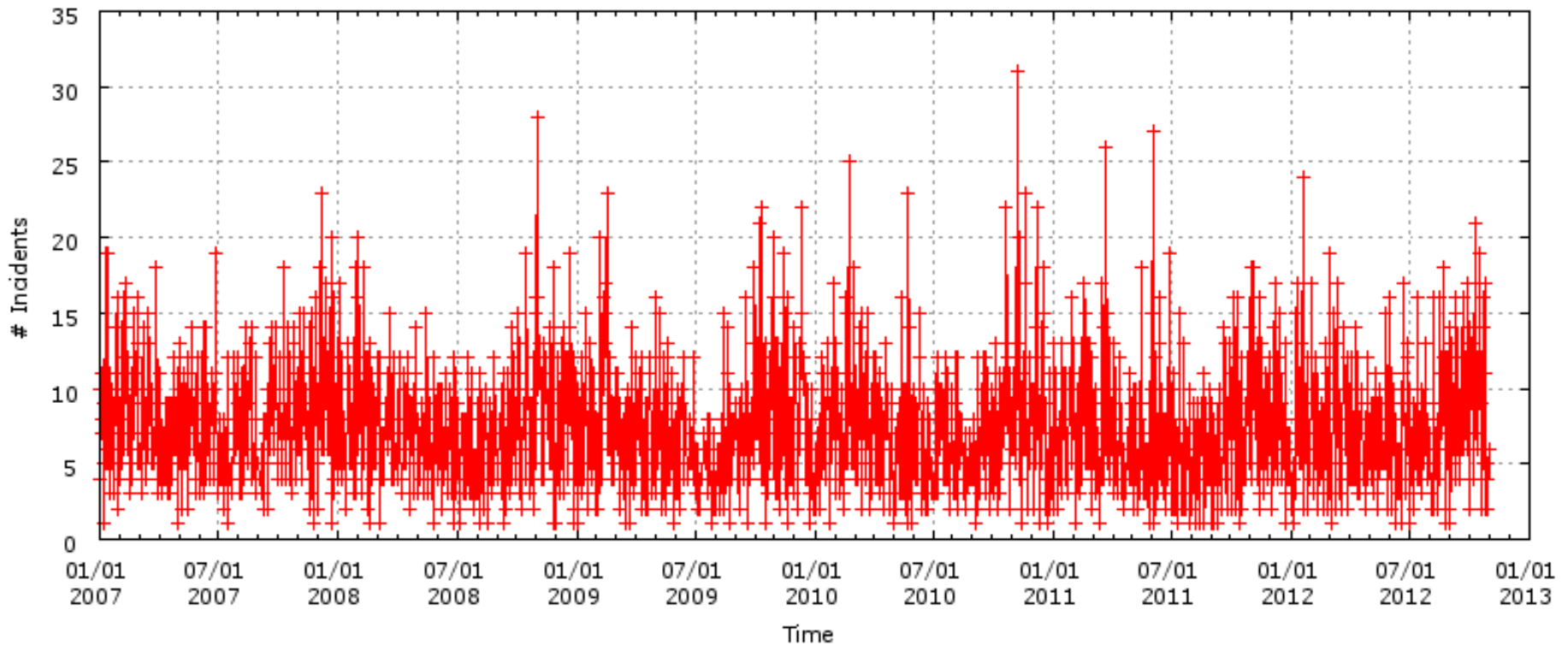


I-880 ICM Stakeholders



Why I-880 ICM?

Incidents per Day
Segment Type: Freeway, Segment Name: I880-N
Mon 01/01/2007 00:00:00 to Wed 10/31/2012 23:59:59



I-880 Corridor Existing Conditions

Freeway

- 42-mile corridor
- HOV Lanes (22 miles)
- ITS Infrastructure

Arterials

- 40 Miles of Arterials
- SMART Corridor (18 miles)

Transit

- AC Transit local and express Bus Service, and planned BRT
- BART Rail (20 miles; 12 Stations)
- Capitol Corridor/AMTRAK Intercity Passenger Rail
- WETA



Major Traffic Generators



I-880 ICM Goals

- 1. Integration of existing ITS investments**
- 2. Implementation of new strategies to optimize corridor operations under various scenarios**



ICM Benefits

- Reduced motorist delay (15%-20%)
- Reduced fuel consumption and vehicle emissions
- Reduced incidents and accidents for all transportation modes
- Improved freight mobility
- Encourages mode shift and balances demand across corridor facilities



Corridor System Components



**Arterial
Management**



**Freeway
Management**



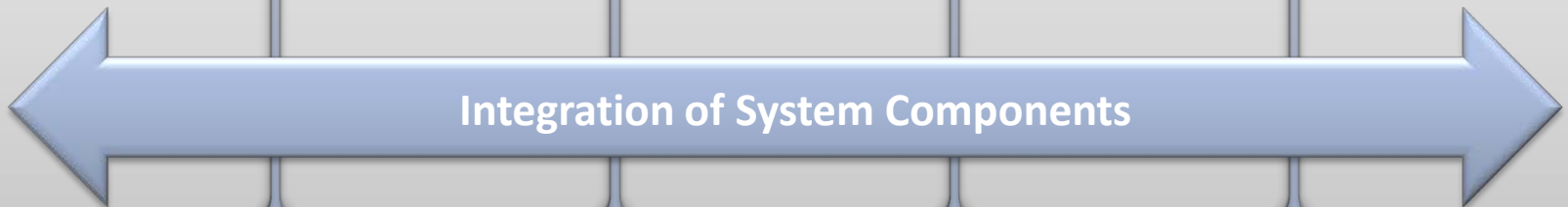
**Transit
Management**



**Traveler
Information**



**Incident
Management**



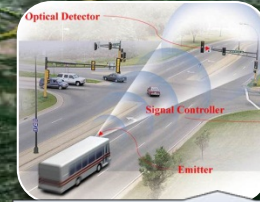
Conceptual Graphic



Real-Time Info for Truck Drivers



Comparative Travel Times



Transit Signal Priority



Arterial Incident Management



Adaptive Ramp Metering



Travel Demand Management



Coordination with Express Lanes



First Mile/Last Mile Connections



Imagery Date: 10/11/2011 1993

37°45'26.47" N 122°12'20.54" W elev 14 ft

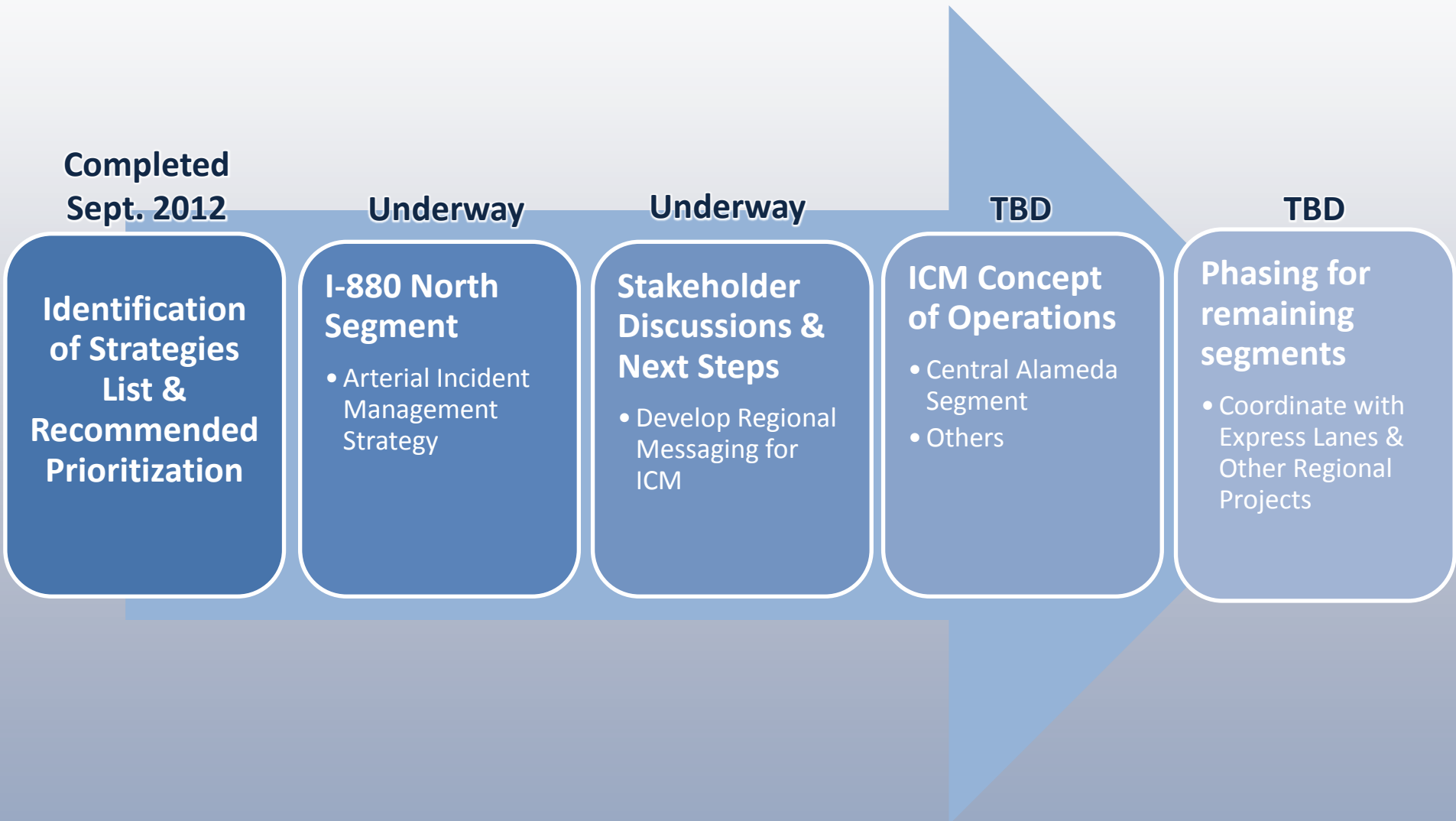
Eye alt 21320 ft

I-880 North Segment Implementation

- **Arterial Incident Management Strategy**
- **12 mile stretch from 980/880 to Davis Street in Cities of Oakland and San Leandro**
- **Emphasis on arterial network**
 - Traffic Signal Interconnection
 - Trailblazer signs, cameras, detectors
 - Communication Network
- **Currently developing PSR/PR, Preliminary Engineering**



Schedule



Project Coordination

Future ICM Opportunities:

- I-880 ICM & Express Lanes (MTC)
- Connected Corridor Project (Caltrans HQ)
- Coordination of Freeway Ramp Metering and Arterial Intersection Traffic Signal, San Jose (Caltrans DRI)
- Variable Speed Advisory and Coordinated Ramp Metering, San Leandro to Fremont (Caltrans DRI)
- Potential Expansion of Park & Ride Locations

Sarah Burnworth

Incident Management Program Coordinator

Metropolitan Transportation Commission

sburnworth@mtc.ca.gov 510-817-5947

