E/B Rte 210 / Metro Track Incident
April 21, 2014

[Video Presentation Made to the Council]
Current Road Network Operations

- **Transportation Infrastructure Not Fully Utilized**
  With teamwork more can be accomplished.

- **Traveler Information Needs Upgrading**
  Traffic information is can be fragmented, not very timely or not available at all when you need it most.

- **Networks Are Independently Operated**
  Previous efforts to "reduce congestion“ have focused on improving individual networks.
ICM is an approach to improve mobility by integrating various networks together, so that partner agencies can manage the transportation corridor as a unified multi-modal system.
I-210 “Connected Corridor” Project Limits

- I-210 is a multimodal corridor ideal for ICM implementation
  - Phase I (from SR-134 to I-605 IC)
In 2013 a total of about 6,000 incidents were reported within the project limits. (500 per month).
November 21, 2013 Incident on the I-210
E210 to E210 Tunnel Accident
November 21, 2013 Incident on the I-210
E210 @ Sierra Madre
By integrating networks and managing together, we can:
- Improve communications and coordination.
- Allow for proactive, joint, multimodal management of assets.
  - Freeway – Arterial – Transit – Parking
- Be working together get the most out of our existing systems.

Benefits to the City of Pasadena
- Move traffic more efficiently.
- Help traffic that gets off the freeway get around the accident/incident easier.
- Coordinate Caltrans on-ramps and city arterial signals to keep everybody moving.
Agencies across the country are embracing the ICM approach.

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Corridor Type</th>
<th>Lead Agency</th>
<th>Deployment</th>
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<tbody>
<tr>
<td>I-15 Diego</td>
<td>Suburban</td>
<td>SANDAG</td>
<td>System launched October 2013</td>
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<td>Currently in evaluation phase</td>
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<tr>
<td>US-75 Dallas</td>
<td>Suburban &amp; Urban</td>
<td>DART</td>
<td>System launched in April 2013</td>
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<td>Currently in evaluation phase</td>
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<tr>
<td>I-80 Bay Area</td>
<td>Suburban &amp; Urban</td>
<td>MTC</td>
<td>Groundbreaking in October 2012</td>
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<td>Expected to be completed Summer 2015</td>
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<tr>
<td>I-95/I-395 Virginia</td>
<td>Rural, Suburban &amp; Urban</td>
<td>Virginia DOT</td>
<td>ConOps development initiated in 2012</td>
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<td></td>
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<td>Currently under development</td>
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</table>
Caltrans is shifting away from building more paved lanes to concentrating on how to better jointly manage our multimodal transportation networks.

- The I-210 “Connected Corridors Pilot” is the first Caltrans-led ICM effort in California.

- The I-210 Connected Corridor” pilot beginning in the City of Pasadena will be the first corridor site in the “ICM California” plan.

- The plan calls for 50 corridors in California over the next ten years.
I-210 Project Corridor Assets

Freeway/Arterial Signal Systems

Light-Rail, Transitway & Commuter Rail

Parking

Express Commuter Buses
I-210 Pilot Project Goals and Objectives

- Initial focus is on managing incidents/events, with gradual expansion to demand management and commute congestion.

- Develop a pilot system that can be replicated on other corridors and be a model for other corridors in the state and country.
Partner agencies can still manage their networks individually, but work together when needed to manage the corridor as a unified multi-modal system, combining advanced technologies with innovative practices.
I-210 Pilot – Contact Information

- **Sam Esquenazi, Project Manager, Caltrans District 7**
  - 323.259.1764; [sam.esquenazi@dot.ca.gov](mailto:sam.esquenazi@dot.ca.gov)

- **Lisa Hammon, Connected Corridors/PATH**
  - 510.642.5923; [lisahammon@berkeley.edu](mailto:lisahammon@berkeley.edu)

- **Reinland Jones, LA Metro**
  - 213.922.2231; [JonesRE@metro.net](mailto:JonesRE@metro.net)