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

- Alameda County Transportation Commission
- Caltrans
- CHP
- VTA
- AC Transit
- BART
- Department of Transportation United States of America
- The City of Hayward
- The Heart of the Bay
- City of Fremont
- City of Union City, California
- Newark, California
- City of Alameda, California
- County of Alameda, California
- City of San Leandro, California
- Port of Oakland
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

# Incidents

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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

- Port of Oakland
- O'co Coliseum & Oracle Arena
- Silicon Valley
- Oakland International Airport
- Incidents
- Construction
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

Integration of System Components
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
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
I-880 North Segment Implementation

- Arterial Incident Management Strategy
Identification of Strategies List & Recommended Prioritization

I-880 North Segment
- Arterial Incident Management Strategy

Stakeholder Discussions & Next Steps
- Develop Regional Messaging for ICM

ICM Concept of Operations
- Central Alameda Segment
- Others

Phasing for remaining segments
- Coordinate with Express Lanes & Other Regional Projects

Completed Sept. 2012
Underway
Underway
TBD
TBD
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
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