

METRO BOARD

CALTRANS REPORT

- What additional info is needed to assess more scenarios than the ones presented and the alternatives for a demonstration site.
- Report back in 90 days with results of looking at additional sites including SR-14
- Caltrans to review RMB (Reversible Median Barrier) feasibility on I-10
- Additional information on other active traffic management strategies District 7 has researched and/or is exploring

June 19, 2019



SUMMARY

▶ Movable barrier system update

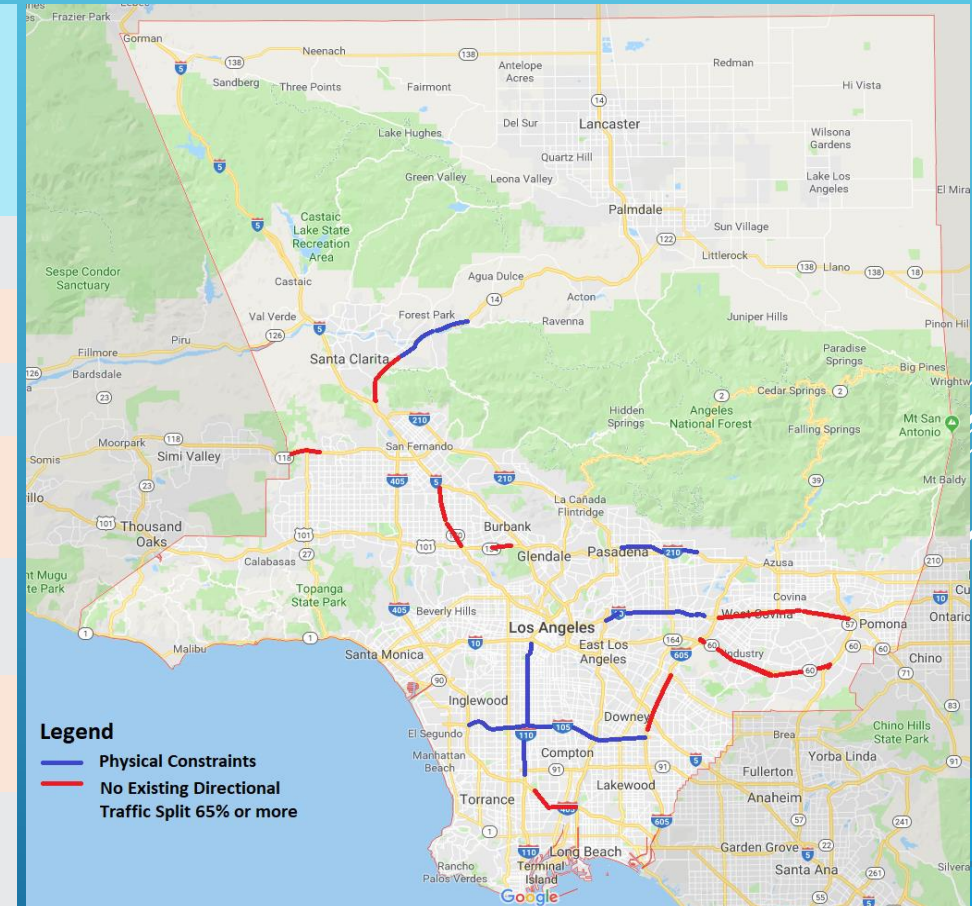
- ▶ Additional Sites Investigated
- ▶ Finding on SR 14 between I-5 and Golden Valley Rd. revisited

▶ Active traffic management strategies in District 7



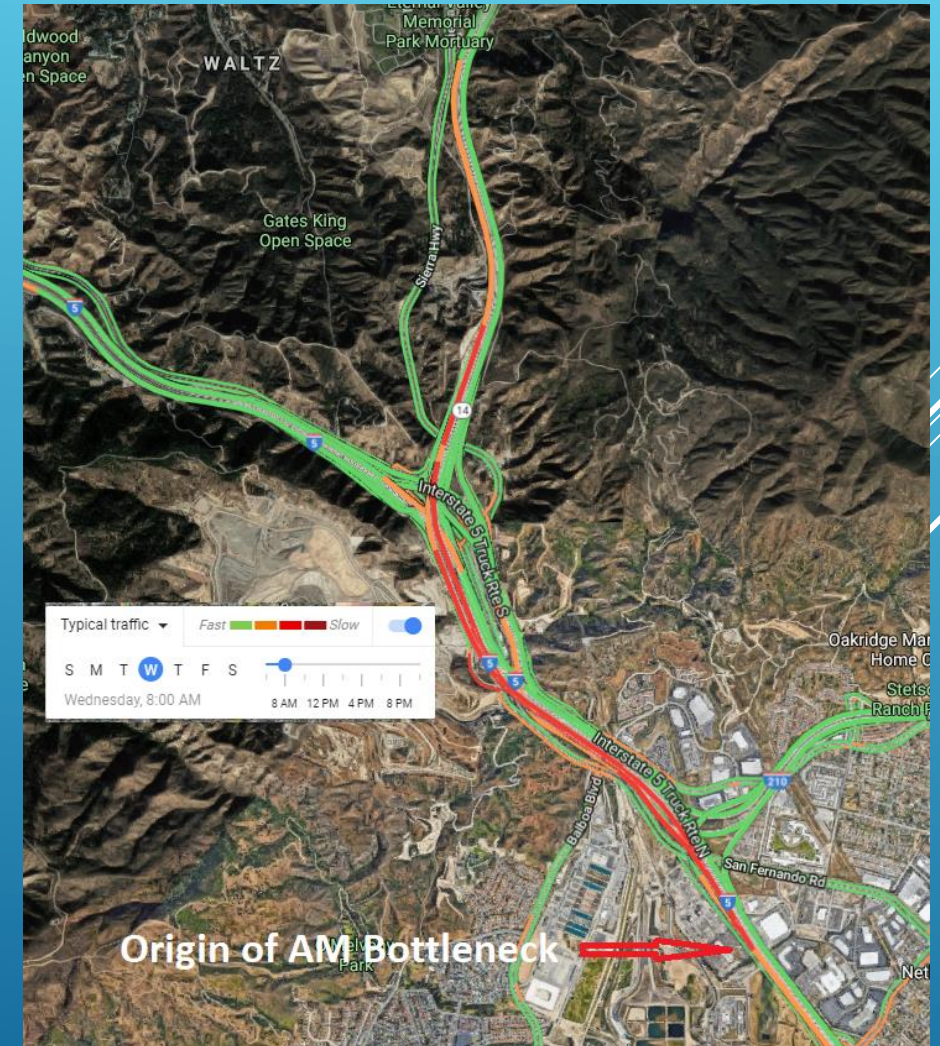
MOVABLE BARRIER SYSTEM: ADDITIONAL SITES INVESTIGATED

Route	From	To	No 65%/35% Volume Split	Physical Constraint
I-10	I-605	SR-57	X	
SR-60	I-605	SR-57	X	
I-105	I-605	I-405		X
SR-118	County Line	De Soto Ave	X	
SR-134	California St	Riverside Dr	X	
SR-170	US-101/SR-134	I-5	X	
I-605	Firestone Blvd	Whittier Blvd	X	



MOVABLE BARRIER SYSTEM: FINDING ON SR 14 BETWEEN I-5 AND GOLDEN VALLEY RD. REVISITED

- ▶ Implementing reversible HOV system might not be a feasible alternative (Actual Bottleneck is on SB R-5)
- ▶ Traffic model study, B/C analysis, and roadway condition evaluation are needed



STRATEGIES TO IMPROVE FLOW ON THE FREEWAY DURING PEAK PERIODS

TRAFFIC CONGESTION CAUSES

RECURRING VS. NON-RECURRING

- **Recurring (60%):** Demand exceeds capacity.
- **Non-recurring (40%):** Event driven (weather, incidents, work zone, special events)

STRATEGIES TO IMPROVE FLOW ON THE FREEWAY DURING PEAK PERIODS

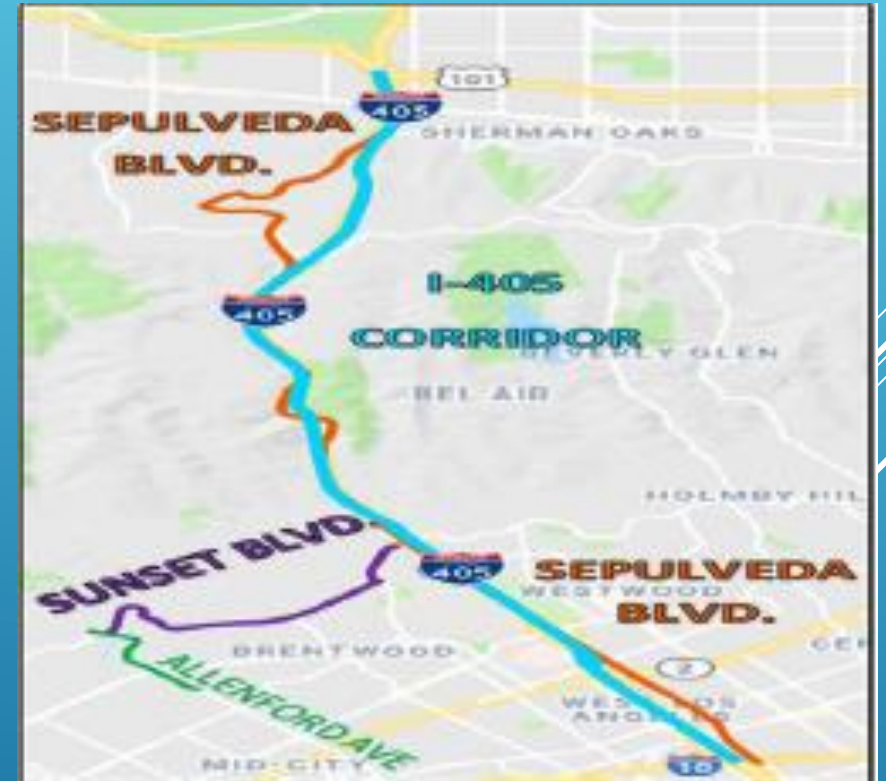
- **Recurring:**
 - **Operational Improvement Strategies (Auxiliary Lane, Pavement Shields, Ramp Metering.)**
 - **Transportation Management Systems elements (Traffic Monitoring, Travel Time, Traffic Signal Synchronization.)**
 - **ITS, Active Traffic Management (Junction Control, Speed Harmonization, Queue Warning, Ramp Meter and Traffic Signal Coordination.)**
 - **Managed Lanes (HOV, Express Lanes, Congestion Pricing.)**

STRATEGIES TO IMPROVE FLOW ON THE FREEWAY DURING PEAK PERIODS

- **Non-recurring:**
 - **Advanced Transportation Management System (LARTMC), 24X7 System Monitoring and Incident/Event management**
 - **Active Traffic Management (Dynamic Lane Management, Queue Detection and Warning Systems, Way Finding Sign Operation)**
 - **Incident Management**
 - **Integrated Corridor Management**

I-405 SEPULVEDA DYNAMIC CORRIDOR RAMP METERING SYSTEM (DCRMS)

- ▶ Initiated by Director Bonin's Office
- ▶ Collaboration between LADOT & CT
- ▶ I-405 Sepulveda Pass Corridor (I-10 to US-101)
- ▶ Coordinate ramp metering operation on I-405 with local arterial traffic signal system to address congestion hot spots.
- ▶ Provide Traveler Corridor Travel Time and congestion information



INTEGRATED CORRIDOR MANAGEMENT

R-210 CONNECTED CORRIDOR PILOT

- ▶ Caltrans partnering with LA Metro, LACDPW,
Cities of Pasadena, Arcadia, Monrovia, and Duarte
- ▶ Manage non-recurring congestion thru coordinated traffic signal operation on pre-planned detour routes.
- ▶ Provide Real-Time Incident Management and Corridor Traffic Diversion information to Foothill and Pasadena Transit



INTEGRATED CORRIDOR MANAGEMENT

R-210 CONNECTED CORRIDOR PILOT

