CALTRANS’ CALIFORNIA CONNECTED CORRIDORS PROGRAM

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ICM California Overview

- Executive Summary
- Integrated Corridor Management (ICM)
- Connected Corridors Program
- Connected Corridors Pilot – D7
- Discussion
Federal and State programs encourage demonstrable transportation network improvements in safety, performance, reliability and environmental sustainability.

Caltrans Transportation System Management (TSM) includes:

- Proactive, real time supply management
- Proactive demand management

Goal: Caltrans to lead - 50 “ICM” segments in California over the next 10 years.
Executive Summary

- **Connected Corridors Pilot** – The first *Caltrans*-lead ICM effort.

- **Connected Corridors Program** – The multi organizational statewide program.

- **Next Step**: **Connected Corridors** – Positions Caltrans for autonomous/connected vehicles, social network coordination, and more.
ICM – Integrated Corridor Management

- Existing ICM Components/Efforts - existing management systems already support the ICM concept, particularly ITS applications

- Keys to ICM - integrating existing ITS elements & systems and management efforts
California’s Progress Towards ICM ...

- 2004 Transportation Management System (TMS) Master Plan
- $20B Proposition 1B transportation bond of 2006
  - $4.5B for Corridor Mobility Improvement (CMIA)
  - Corridor System Management Plans (CSMPs) required on all CMIA corridors
    - CSMPs developed for over 50 freeway corridors
    - 31 using microscopic traffic simulation to assess impacts of improvements
    - Simulations and scientific assessments point to ITS elements as being among most cost effective investments
- Recent Initiatives
  - California Transportation Investment Priorities (CTIP)
  - Caltrans Strategic Plan Update
  - Demand for science/performance based reasoning for project selection
  - Requirement to consider technology as a cost effective investment strategy
Caltrans System Management Goals

1. Create a system management culture
2. Performance-based framework for all Transportation System Management (TSM) work activities and funding prioritization
3. Establish a well-maintained and high-performing Transportation Management System (TMS) infrastructure that supports real-time traffic management
4. Cooperatively develop and implement real-time (active) traffic management to optimize flow, safety and aid regions and the State to meet greenhouse gas reduction (GHG) targets from transportation
5. Renew consensus on and adhere to critical statewide standards
System Management Vision

<table>
<thead>
<tr>
<th>System Management</th>
<th>Current State</th>
<th>Future State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systems Tools and Functions</td>
<td>Separated</td>
<td>Integrated</td>
</tr>
<tr>
<td>Data &amp; Information</td>
<td>Historical</td>
<td>Real-Time</td>
</tr>
<tr>
<td>Decision &amp; Business Process</td>
<td>Reactive</td>
<td>Proactive/Predictive</td>
</tr>
<tr>
<td>Resources</td>
<td>Static Assignment</td>
<td>Dynamic Assignment</td>
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</table>
ICM Projects – World Wide

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Corridor Type</th>
<th>Lead Agencies</th>
<th>Activities</th>
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</table>
| I-15 San Diego            | Suburban          | SANDAG                 | • ConOps and System Requirements developed in 2008  
• Simulation evaluation in 2009-2010  
• System launched in spring 2013  
• Currently in evaluation phase |
| US-75 Dallas              | Suburban/urban    | DART                   | • ConOps and System Requirements developed in 2008  
• Simulation evaluation in 2009-2010  
• System launched in spring 2013  
• Currently in evaluation phase |
| I-80 Bay Area             | Suburban/urban    | MTC / Caltrans         | • ConOps developed in 2010  
• Project groundbreaking in October 2012  
• Project expected to be completed summer 2015 |
| I-95 / I-395 Virginia     | Rural, Suburban & Urban | Virginia DOT          | • ConOps development initiated in 2012  
• Currently developing deployment plan & partnerships |
| M1 Freeway, Melbourne (Australia) | Suburban/urban | VicRoads               | • Deployment of traffic management and traveler information systems along the freeway and freeway ramps |
| M42 Freeway, Birmingham (UK) | Suburban          | UK Hwy. Agency         | • Deployment of traffic management and traveler information systems along the freeway and freeway ramps |
ICM Tools - Examples

- Enhanced traffic monitoring systems
- Enhanced communication
- Freeway operations
- Arterial operations
- Enhanced traveler information
- Decision support system
California Connected Corridors Pilot

- Enable coordination of existing transportation infrastructure and vehicles
- Deliver improved corridor performance (safety, mobility, reliability)
- Improve accountability
- Evolve Caltrans to real-time operations and management
- Enhance regional, local and private sector partnerships
Integration

Institutional Integration

Coordination to collaboration between various agencies and jurisdictions that transcends institutional boundaries.

Operational Integration

Multi-agency and cross-network operational strategies to manage the total capacity and demand of the corridor.

Technical Integration

Sharing and distribution of information, and system operations and control functions to support the immediate analysis and response.
State, Regional and Local Partnerships

- Connected Corridors Pilot – Overview
  - Caltrans/PATH/Regional collaborative effort to select the most suitable corridor
  - Corridor’s Infrastructure readiness
  - Least impacted by planned construction
  - Cities’ relative infrastructure/technological advancement
  - Significant Congestion
  - Number of Incidents and Events
  - Parallel arterials
  - Top Priority Corridors for Investment – I-110 and I-210 in Los Angeles and the SR-57/SR-91/I-5 triangle in Orange County
Jurisdictional Environment

Segment 1
Pasadena

Segment 2
Arcadia / Monrovia
Duarte

Segment 3
Azusa / Glendora / Citrus
Irwindale / San Dimas

[Map showing various streets and intersections]
Freeway Control – Ramp Metering

- Freeway
- Arterial
- Metered Interchange
- Partially Metered Interchange
- Metering installed / not operational
- Unmetered Interchange
Freeway Control – HOV/HOT Lanes

- Metered Interchange
- Partially Metered Interchange
- Metering installed / not operational
- Unmetered Interchange

HOT Lanes Opened February 2013
Arterial Control – Signal Density
Transit Services – Light Rail & Bus Lines

- Metro Silver Line
- Metro Gold Line
- Metro Gold Line Extension (Phase 2a)
- Transit Station
- Bus Lines

线路图展示了一个公共交通服务的网络，包括轻轨和公交线路。图中还标注了不同类型的线路，如Transit Station，Bus Lines等。
Park & Ride/Changeable Message Signs

- Existing Metro Rail Park-and-ride Lots
  - P 965
  - P 965
  - Foothill Transit 492 (Express)
  - Foothill Transit 699 (Express)
  - Foothill Transit 499 (Express)
- Planned Metro Rail Park-and-ride Lots
  - P 965
  - Foothill Transit 492 (Express)
  - Foothill Transit 699 (Express)
  - Silver Streak (Bus Rapid)
- Other Park-and-ride Lots
  - P 965
  - P 965
- Number of Fee-based Parking Spaces within Total Number of Available Spaces
  - $ 30
  - $ 30
- Transit Station
- Bus Lines
- Changeable Message Sign
Congestion Analysis

- Annual Vehicle Hours of Delay
- Freeway Travel Times
- Observed Speeds
- Peaking – AM and PM Peak Periods
- Intersection V/C Ratios

- Truck Volumes – on the mainline and at fwy to fwy Interchanges
- Location of Warehouses and Distribution Centers
Incidents

- Incidents
- Location
- Frequencies
- Rates
- Time of Day, Day of Week, Month of Year
- Duration
ITS Element Health

- Signals
- Cameras
- Changeable Message Signs (CMS)
- Highway Advisory Radio (HAR)
- Detectors
  - On-Ramp
  - Off-Ramp
  - Mainline
Important Notes

Pilot Site selection not official, but we are working on it.

No official announcement yet

However, current partners believe there is a good chance of cities and county participation, assuming a balanced, corridor-wide approach is taken.
Moving Forward

- **Look Ahead Tasks**
  - Partnership being reinforced; CT/PATH/Regional/Local/Modal
  - Continue Corridor’s Needs Assessment (freeway, arterials, transit, rail, other modes)
  - Begin the System Engineering Process in Collaboration with our Partners

- **Other Initiatives Consistent with the Paradigm Shift**
  - Operations re-org to Support Corridor Management
  - D7 Organizing for Corridor Management Pilot
  - D-7 Dynamic Corridor Congestion Management (DCCM) Project
  - DP-08-R1
  - DD-70-R1
What Makes Connected Corridors Different?

Caltrans Leadership (DOT)

New Organizational Paradigm

Statewide Program

Building Upon Recent Successes in ICM

New Technologies

- New Data
- New Models
Summary

- Initial efforts going well
- Caltrans assuming responsibility for corridor wide transportation management
- Integration with Federal and State efforts proceeding
- Caltrans capable of world leadership in active traffic management
- However, still early on in our efforts
## Planning for Operations

### Operations Concept

<table>
<thead>
<tr>
<th>State Highway System Concept of Operations</th>
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<tbody>
<tr>
<td>1. System Management</td>
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<tr>
<td>2. Arterial Management</td>
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<tr>
<td>3. Incident Management</td>
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<tr>
<td>4. Traveler Information</td>
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<tr>
<td>5. Operational Improvements/strategies</td>
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<td>6. Alternative Modes</td>
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### Operations Planning Process

1. **ITS/Operational Improvement Plan/ Ramp Metering Development Plan, etc.**
2. **TCRs & CSMPs**
3. **District System Management Plan**
4. **SHOPP programming, Regional Transportation Plan, & other local agency plans**
5. **PID, Programming, Project Development & Construction, Performance Measurement**
Planning for Operations

- **Transportation Corridor Report (TCR) Guidelines**
  - Operations Concept or Concept of Operations (ConOps)

- **District System Management Plan (DSMP) Guidelines**
  - System management needs identified

- **Capability Maturity Model (CMM)**
  - Self-Assessment tool used to determine ability to manage transportation networks.
Thank you....

Questions?

Thoughts?