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**AD HOC CONGESTION, HIGHWAY, AND ROADS COMMITTEE  
JUNE 19, 2019**

**SUBJECT: ROAD MOVABLE BARRIERS SYSTEM MOTION RESPONSE**

**ACTION: RECEIVE ORAL REPORT**

**RECOMMENDATION**

RECEIVE oral update on Road Movable Barriers System Motion.

# 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

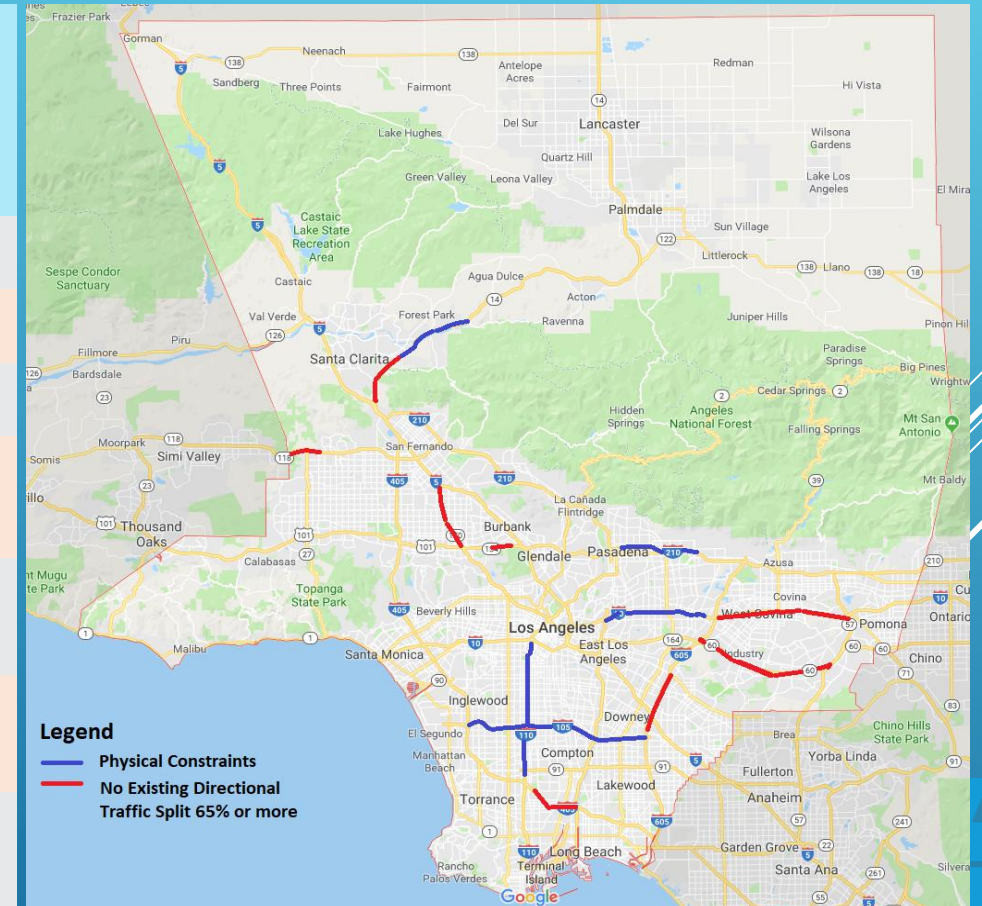
- ▶ Additional Sites Investigated
- ▶ Finding on SR 14 between I-5 and Golden Valley Rd. revisited

## ▶ Active traffic management strategies in District 7



# MOVABLE BARRIER SYSTEM: ADDITIONAL SITES INVESTIGATED

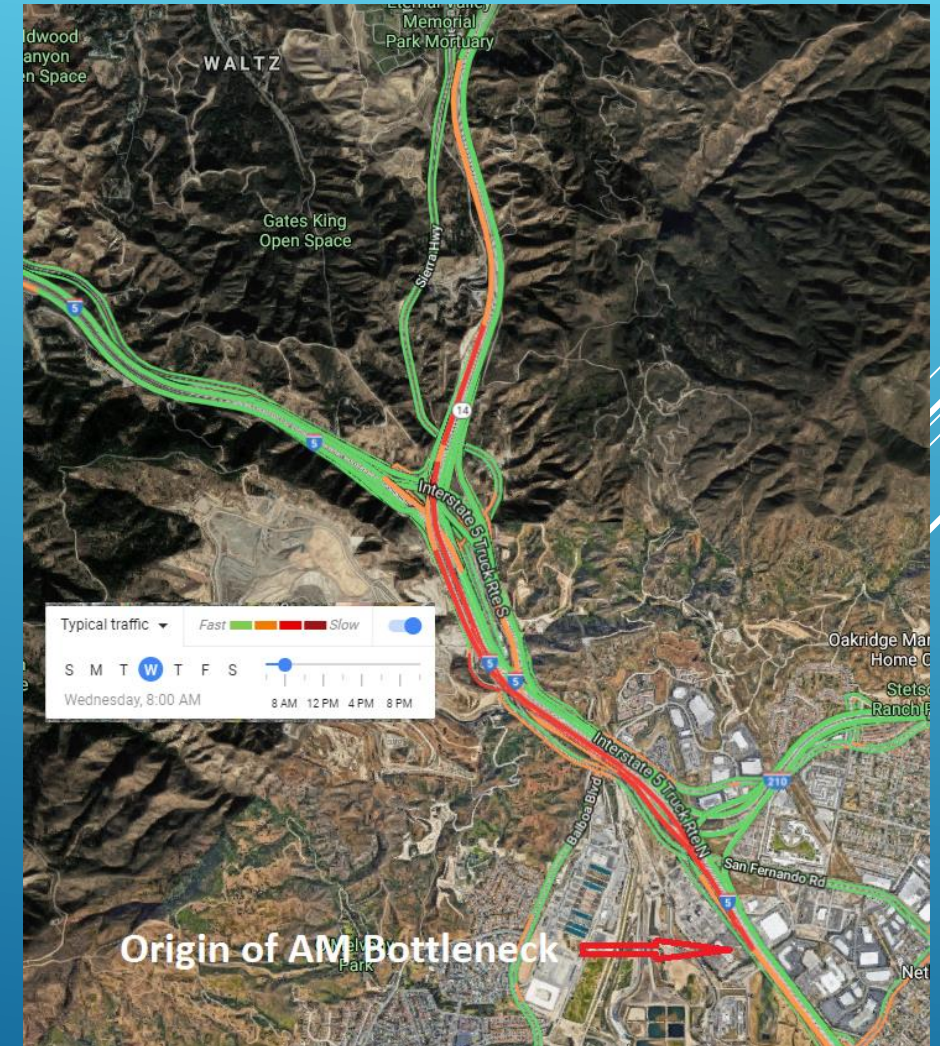
Route	From	To	No 65%/35% Volume Split	Physical Constraint
I-10	I-605	SR-57	X	
SR-60	I-605	SR-57	X	
I-105	I-605	I-405		X
SR-118	County Line	De Soto Ave	X	
SR-134	California St	Riverside Dr	X	
SR-170	US-101/SR-134	I-5	X	
I-605	Firestone Blvd	Whittier Blvd	X	





# 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.)**

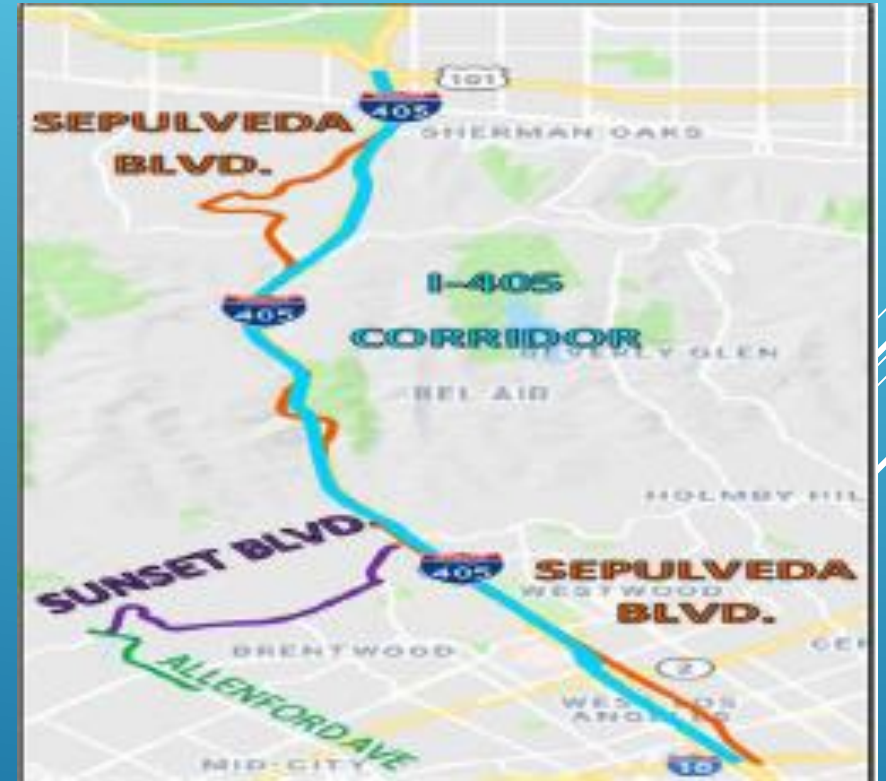
# STRATEGIES TO IMPROVE FLOW ON THE FREEWAY DURING PEAK PERIODS

- **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

