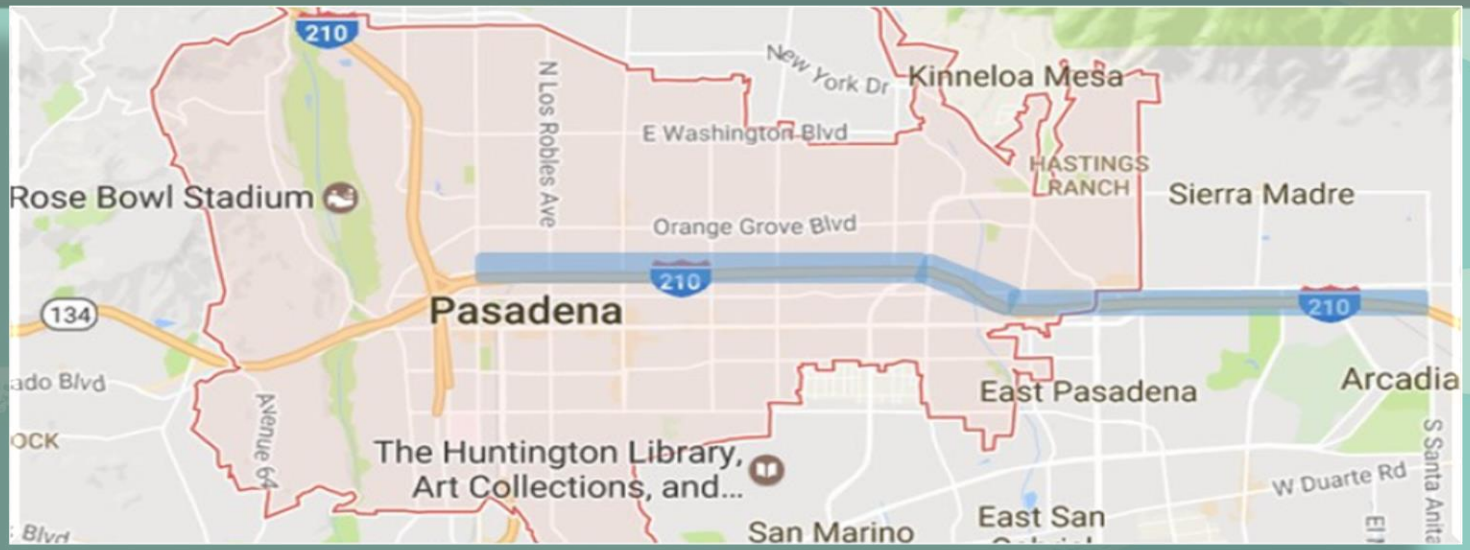
Gold Line/I-210 Safety Enhancements Project

Project Overview & Update



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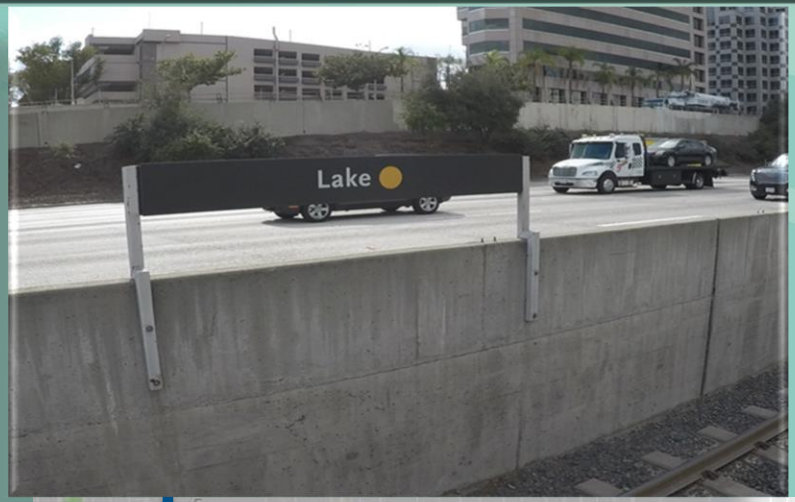
Gold Line/I-210 Safety Enhancements Project



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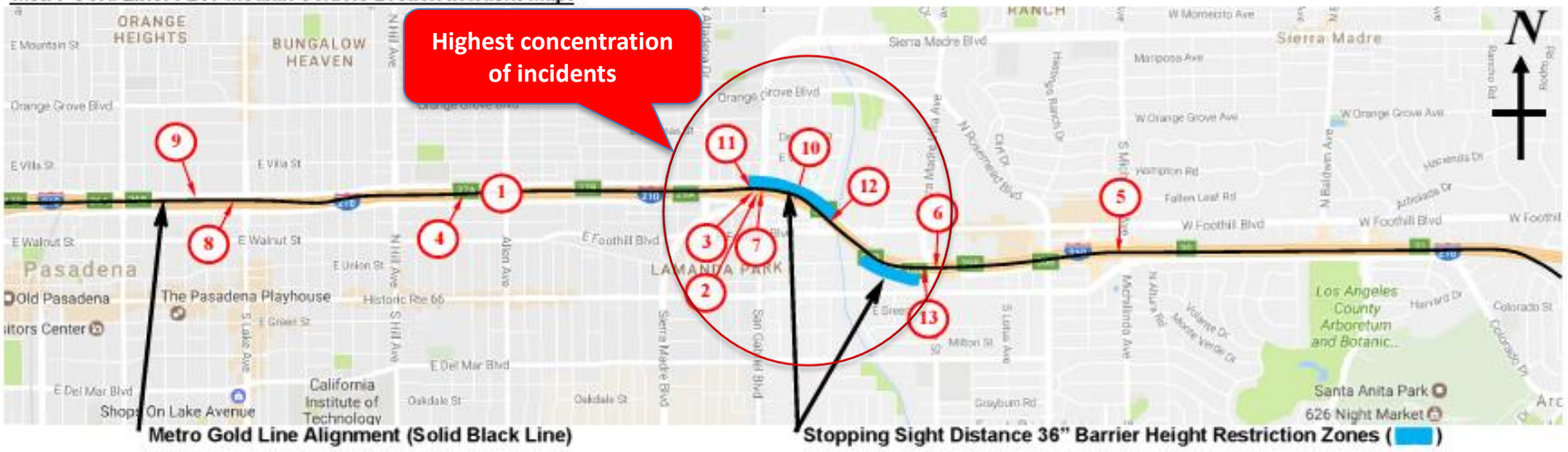
Metro Gold Line: I-210 Median Vehicle Breach Incident Map:



Total Accidents	13
Tractor/Trailer	11
Dark- AM	7
Dark-PM	0
Daytime	6
Eastbound	5
Westbound	7

Metro Gold Line: I-210 Median Barrier Crash Confirmed Incident Summary

This summary includes all confirmed cases where vehicles have breached the barrier and entered into Metro's Operating ROW.

	Date:	Time:	Direction:	Location:	Vehicle Type:	Aggravations: Sun:	Aggravations: Rain:	Δ Time: (months)
1	10/13/2007	1:20 A.M.	Unrecorded	Allen Station	Tractor Trailer			N/A
2	10/7/2010	8:00 A.M.	East Bound	Betw. Allen and Sierra Madre Villa Stations	Tractor Trailer & Pickup			36
3	11/21/2013	2:57 A.M.	East Bound	Betw. Allen and Sierra Madre Villa Stations	Tractor Trailer			37
4	4/24/2014[1]	1:00 P.M.	East Bound	Near Corson St. on ramp	Tractor Trailer			5
5	8/11/2014	2:30 P.M.	West Bound	West of Michillinda Ave.	Tractor Trailer			4
6	3/6/2016	3:00 A.M.	West Bound	Near Sierra Madre Villa Station	Tractor Trailer		X	19
7	12/22/2016	4:52 A.M.	East Bound	I-210 near San Gabriel Blvd.	Tractor Trailer		X	9
8	1/17/2018	11:45 A.M.	East Bound	200 feet west of N. Lake Avenue	Midsize Sedan			13
9	4/26/2018	1:30 A.M.	West Bound	800 feet west of N. Lake Avenue	Tractor Trailer			3
10	10/13/2018	7:00 A.M.	West Bound	800 feet east of San Gabriel Blvd.	Tractor Trailer		X	6
11	11/22/2018	1:55 A.M.	West Bound	200 feet west of San Gabriel Blvd.	Tractor Trailer			1
12	8/15/2019	6:15 P.M.	West Bound	350 feet east of N. Sunnyslope Ave.	Honda Midsize SUV	X		9
13	7/26/2021	4:25 A.M.	West Bound	200 feet west of Sierra Madre Blvd.	Tractor Trailer		X	23

Δ Time = This is the time elapsed from the previous incident in months — Average Frequency of Last 10 known incidents = **9 months**

1) April 24, 2014 was the first time Metro began recording incursion incidents into the Metro (L) Line I-210 Corridor Operating R.O.W.

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Gold Line/I-210 Safety Enhancements Project
Standardization at The S-Curve

Geometric design correction to standardize the stopping site distance at the "S" curve:

- 20-foot ± widening the freeway (lanes and shoulders) toward the outside
- Substantial right-of-way impacts/acquisitions
- Bridge widenings
- Bridge seismic retrofits
- Reconstruction of retaining walls, sound walls, and regrading slopes
- Realignment of ramps
- Realignments of local streets
- Major traffic congestion during construction
- A full-scale environmental process including preparation of an Environmental Impact Report under CEQA/Environmental Impact Statement under NEPA (at least a 10-year process)
- Rough Order of Magnitude cost estimate for this item alone be at least $1B

Current constraints on major investment on freeways:

- No support for ROW acquisitions
- No funding available

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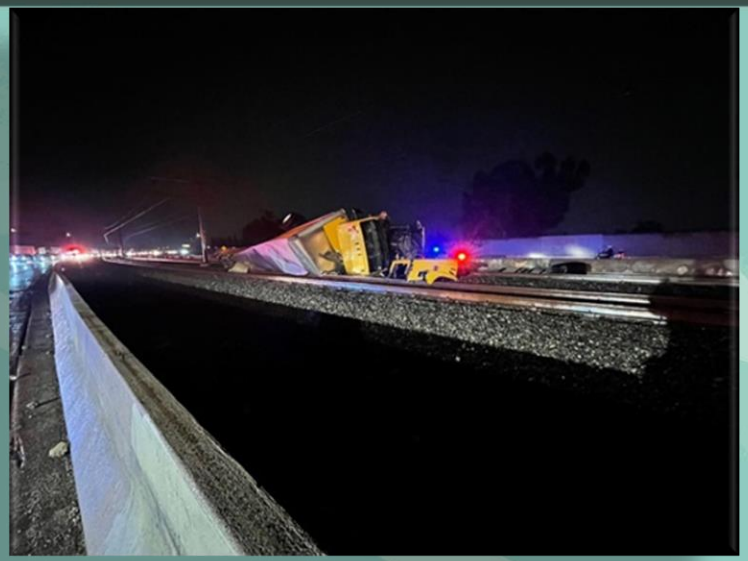
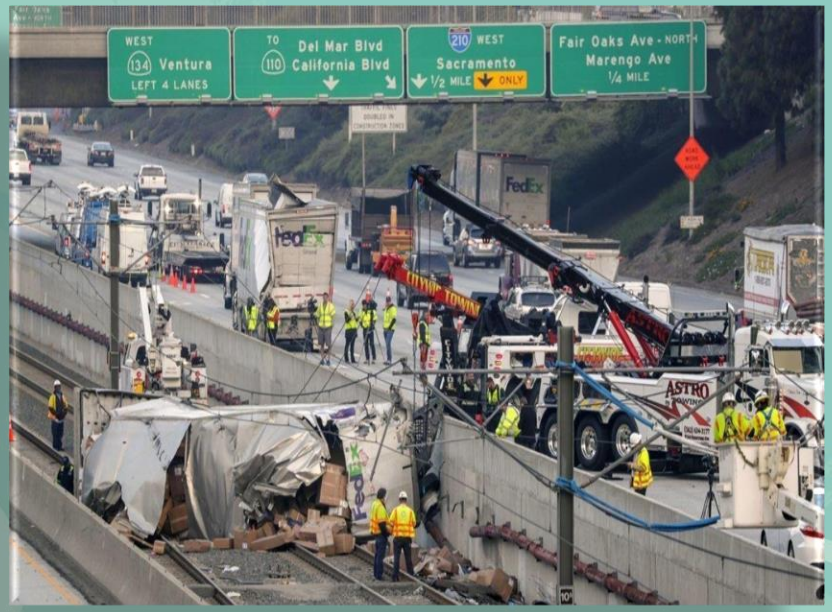
Gold Line/I-210 Safety Enhancements Project



Incident # 13 on July 26, 2021 (Amazon Truck)



Incident No. 9
on April 26, 2018
(FedEx truck)

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Gold Line/I-210 Safety Enhancements Project
Early Corrective/Preventive Measures

Provide advisory information to truck operators

- Brochures/leaflets to be prepared by Metro and distributed to the ports, freight hubs, and other appropriate entities engaged in freight movement to recommend pre-cautionary measures to truckers to prevent incidents on I-210

Additional CHP officers/enforcement

- Cost: $200k to $300k per year for two officers
- Working with Caltrans and CHP on this item

Regulatory traffic signs installation

- Caltrans installed traffic signs in 2018 limiting truck speed and lane usage. Working with Caltrans to change the truck speed limit signs to 40-45 MPH.

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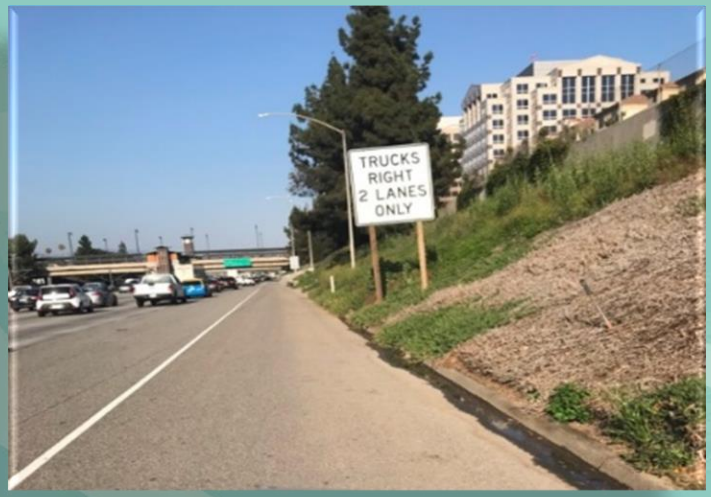
Gold Line/I-210 Safety Enhancements Project
Early Corrective/Preventive Measures

Replace regulatory signs to limit trucks to right lane only

- Modify/add signs to show lane next to the right lane for truck passing only at lower posted speeds.



Install Active Traffic Management System (TMS) Signage

- Caltrans intends to install TMS signs now to prevent traffic accidents along this portion of I-210
- Added safety for speed control - especially when risks are present (rain, incidents ahead, etc.)

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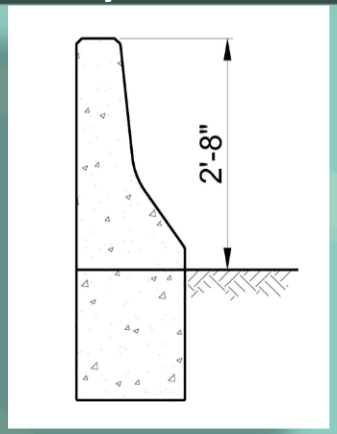
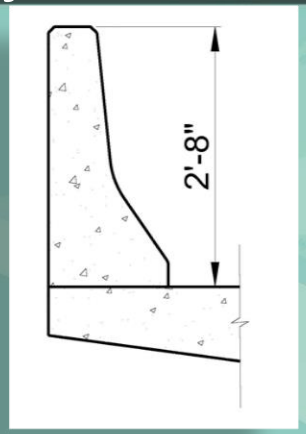
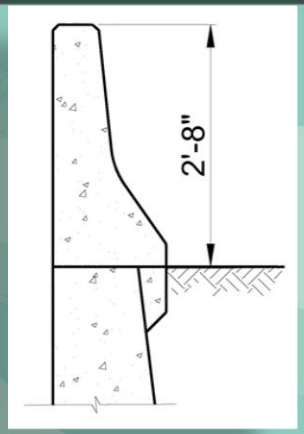
Gold Line/I-210 Safety Enhancements Project
Proposed Safety Barrier Project

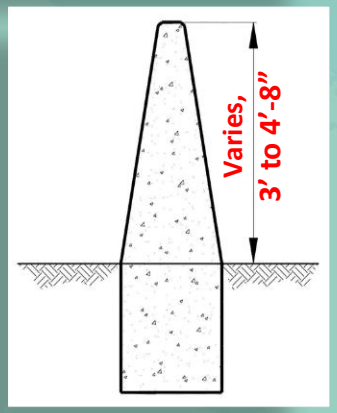
Existing Barrier

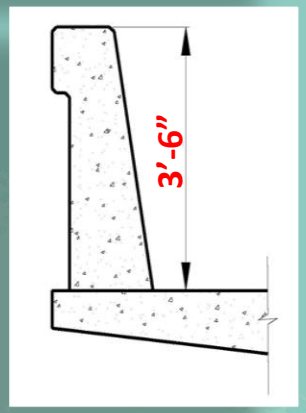


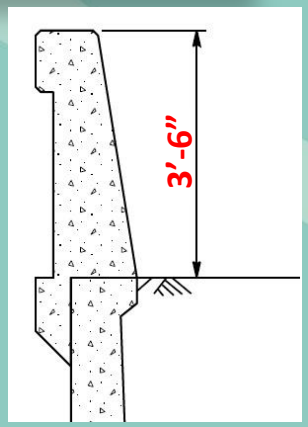




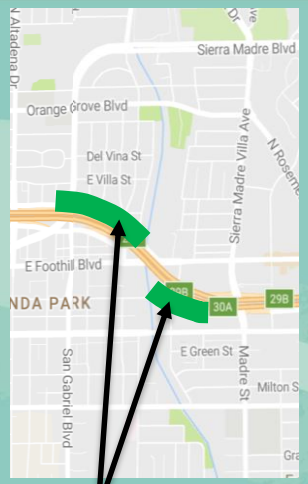
Proposed Barrier







On Ground | On Bridge | On Retaining Wall



Stopping Sight Distance 36" Barrier Height Restriction Zones ( ) at "S" Curve

- The proposed barrier is designed with consideration of maintaining the operation of the HOV lanes during construction and avoidance of major traffic impacts/delays on the freeway and local streets

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Gold Line/I-210 Safety Enhancements Project
Proposed Safety Barrier Project

Project 1:

- Final design was approved by Caltrans in March 2021
- Approval of Project 2 is needed for consistency between the two phases of the barrier project
- Metro is seeking funds to conduct ADL and Haz Mat tests
- Estimated construction cost (in 2021 dollars) is **$100M**
- Will work with Caltrans to secure construction funding

Assuming construction funding will be available by April 2023:

- Award construction contract 2024
- Construction start 2024
- Construction completion 2025

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Gold Line/I-210 Safety Enhancements Project
Proposed Safety Barrier Project

Project 2:

- Final design package will be completed by Fall 2022
- Estimated construction cost (in 2021 dollars) is **$325M**
- Will work with Caltrans to secure construction funding

Assuming construction funding availability by 2024:

- Award construction contract 2025
- Construction start date 2026
- Construction completion 2028

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Questions?

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