



FREQUENTLY ASKED QUESTIONS

1. What is Integrated Corridor Management (ICM)?

Integrated Corridor Management, or ICM, is an approach to managing traffic flow along a transportation corridor, such as a freeway or on busy local surface streets. Often when there is an incident on the freeway, traffic naturally diverts to surrounding surface streets, impacting the local community. ICM addresses the issue by using a combination of technology and other smart solutions to allow the network of freeways, surface streets, crosswalks, bike lanes, and public transit to work better together.

2. What is an Intelligent Transportation System (ITS)?

An Intelligent Transportation System, or ITS, is a combination of hardware and communication technology used to manage traffic flow and improve safety. While this term could refer to many different technologies, in the case of this project it refers to the array of trailblazer signs, cameras, traffic sensors, signal coordination, and other communication improvements that will be utilized along the I-880 corridor.

3. Where is this project happening?

ITS equipment will be installed along the I-880 corridor on surface streets connecting to the freeway, also called arterial streets. The project boundaries encompass arterial streets from the I-880/980 interchange in Oakland to Davis Street in San Leandro. Please see project map on page 2.

4. Will traffic be diverted from I-880 to local surface streets if there is an accident on the freeway?

No. Motorists will not be directed to local surface streets if there is an incident on the freeway.

5. What will be different along the I-880 North Segment as a result of this project?

Motorists driving on I-880 will not notice any changes. Motorists driving on arterial streets along the nine-mile segment of I-880 included in this project may notice new technology installations, including cameras, traffic sensors, and trailblazer signs. Trailblazer signs are a form of digital signage used to guide motorists back onto the freeway who are avoiding incident traffic by using arterial streets. The trailblazer signs will notify motorists on arterial streets when they have passed the incident location on the freeway and should detour back to I-880.

6. What are the benefits of this project?

Project enhancements will provide benefits to motorists and local communities that run parallel to this nine-mile segment of I-880. These benefits include reduced traffic impacts to local streets during incidents on I-880 as well as enhanced traffic management and coordination between jurisdictions.

7. How will this project be funded?

The I-880 Corridor Management Project is funded by approximately \$16 million from Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds which includes planning, design, construction, utilities, and system integration.

8. When is this project scheduled to be complete?

The I-880 Corridor Management Project's construction, system integration, and testing are expected to be complete in 2020.

9. What agencies and municipalities are involved with this project?

The Metropolitan Transportation Commission is partnering with Caltrans District 4, the City of Oakland, the City of San Leandro, and Alameda-Contra Costa Transit District (AC Transit), to develop an enhanced arterial incident management strategy for the I-880 corridor.

10. Who is responsible for maintaining the ITS infrastructure?

Caltrans and the Cities of Oakland and San Leandro shall maintain the existing and proposed systems located within their respective rights of way, with the exception of trailblazer signs that will be maintained on an annual basis by MTC.

11. Where else has this type of technology been implemented?

Similar ITS measures were rolled out in 2016 by Caltrans and the City/County Association of Governments (C/CAG) of San Mateo County covering arterials along the US-101 corridor, as well as Caltrans, the Alameda County Transportation Commission, the Contra Costa Transportation Authority, and other agencies on the I-80 corridor between the Carquinez and Bay Bridge Toll plazas. Additional Intelligent Transportation Systems are also being planned for other Bay Area freeway corridors, including State Route 4. Other Intelligent Transportation Systems have also been implemented elsewhere in the U.S., including Seattle, WA and San Diego, CA.





I-880 CORRIDOR MANAGEMENT PROJECT

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