# Frequently Asked Questions

## What is the size and scale of the project?

The project spans about 20 miles in length between the San Francisco-Oakland Bay Bridge in Alameda and the Carquinez Bridge in Contra Costa counties. The project:

Will construct various incident management components, including dynamic message signs, closed-circuit television cameras, variable advisory speed signs, traffic monitoring stations and Highway Advisory Radio along the corridor, which will help with incident response and communicating information to motorists.

The hardware and software will allow the components to be integrated and controlled remotely from a Transportation Management Center.

It will also construct Adaptive Ramp Metering, or a dynamic ramp metering system that adjusts the metering “green time” rate according to mainline conditions to allow for smoother merging operations.

Finally, the project will also construct various transit improvements along San Pablo Ave (a parallel arterial road to Interstate 80) including priority signalization for transit and emergency vehicles to allow for a balanced multi-modal facility.

## What is the history/timeline of the project?

California’s voters approved the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, otherwise known as Proposition 1B which included $4.5 Billion to be deposited in the Corridor Mobility Improvement Account (CMIA). The funds in the CMIA were available to the California Transportation Commission (CTC) for allocation for performance improvements on the state highway system or major access routes to the state highway system to provide demonstrable congestion relief, enhanced mobility, improved safety and stronger connectivity to benefit Californians.

In March of 2007, the CTC resolved that Caltrans and the regional transportation agencies complete a Corridor System Management Plan (CSMP), which is a planning document to study the facility and different operational and expansion strategies to implement, taking into account transit use, the arterial network and connection to the state highway system. The study was completed in 2010.

The CTC developed the CMIA and Traffic Light Synchronization Program (TLSP) in 2008 and 2009 respectively. In January 2011, the CTC amended the CMIA and the TLSP baseline agreements and allowed the project to be split into 7 different projects to allow for ease of project delivery.

The construction of the TOS elements as well as the arterial improvements began Summer 2011 and are scheduled to be complete Summer 2012 and Winter 2014 respectively. The Adaptive Ramp Metering and Active Traffic Management are scheduled to begin construction by Early 2013 and end in the Summer of 2014. Software and hardware component integration began in the Summer of 2012 and is expected to be complete by 2015.

## Why don't you just add more lanes on the freeway?

Due to the scarcity of land available to widen, it is not feasible to continue to add more lanes to traffic. Caltrans is now utilizing state-of-the-art technology to improve traffic flow and reduce congestion.

## Is this project a good investment of tax dollars?

This project is an example of how to maximize tax-dollar benefits by providing a more integrated system between the State highway and the local roadway network, managing the flow of traffic onto the highway, providing motorists with real-time information to get them away from incidents and allow them the chance to decide how to best arrive at their destination.

## If you put more cars on the freeway, won't that just cause more smog and affect air quality?

This project does not intend on adding any additional lanes or vehicles to the road. In fact, it manages the existing lanes but makes them more efficient, which should reduce congestion and the emissions that result from idling vehicles. In addition, this project will also provide motorists with transit information so they can make the best decision about how to arrive at their destination.

## Why are you installing ramp meters? Doesn't it just cause further delay?

Studies have shown that ramp meters help regulate the flow of traffic on the freeway, reducing congestion and driver confusion at the merge point. In this project, the ramp metering rates will be adjusted so delay is concentrated on the ramps but will give an overall reduction of most travel times. And since ramp metering improves safety, it will reduce the delays caused by accidents.

## Why is Caltrans planning to detour motorists to city streets? It just causes more delay on San Pablo Avenue.

Caltrans is not planning on detouring traffic onto local city streets; however, it will provide information to motorists on San Pablo Ave about the any incidents on the highway and when they can best return to the highway after an incident has been passed.

## What agencies were involved with this project?

The California Department of Transportation
The Metropolitan Transportation Commission
The Alameda County Transportation Commission
The Contra Costa Transportation Authority
The West Contra Costa Transportation Advisory Committee
The City of Oakland
The City of San Pablo
The City of Pinole
The City of Albany

The City of El Cerrito
The City of Berkeley
The City of Emeryville
The City of Hercules
The City of San Pablo
The City of Richmond