

New Option Submittal Worksheet

Greenbrae Corridor Improvement Project Working Group

Deadline: 5/28/2013

Send to Bill Whitney (bwhitney@tam.ca.gov) at TAM

The Working Group would appreciate if you could please describe the option that you are recommending using this form. The project team hopes to share copies of the form, outlining the options, for Working Group members to review. Thank you for your cooperation.

Option Title	Richmond Bridge Corridor Study/Implementation
Author Name, phone and email	David Schonbrunn, TRANSDEF 415-331-1982 info@transdef.org
Features / Description	<p>This proposal will test the following hypothesis: Highway 101 NB PM peak hour congestion is a cascading problem that starts with slowed traffic where E. SFDB merges with I-580, and is exacerbated by drivers that forget to resume the speed limit.</p> <p>Part 1: An observational study will determine whether there is a temporal relationship between PM speeds dropping at the EB entrance to the Richmond Bridge and on Highway 101 NB in the Greenbrae area, implying a causal relationship. It will look for an explanation for reduced speeds going onto the Bridge, leading to traffic backing up onto E. SFDB and into Larkspur Landing.</p> <p>Part 2: Unless other answers are developed in Part 1 of the study, Part 2 will test the implementation of a movable flashing sign just past the San Quentin off-ramp, saying "Resume speed limit." If drivers resume their speeds close to the merge point, capacity in the corridor should increase substantially, with a corresponding reduction in congestion.</p>
Advantages	Low cost with potentially significant congestion relief.
Disadvantages / Impacts	NA
How does your option address the following:	
Highway 101 Congestion	Could possibly reduce congestion.
Greenbrae Interchange Ramps	NA

Local Road Congestion	NA
Sir Francis Drake	Could possibly reduce congestion.
Other Local Road Impacts	NA
Access & Connectivity	Bike & Pedestrian NA
	Transit NA
	SMART NA
Broader Issues	<p>From the driver's perspective, it appears that once a highway is built, no one is responsible for everyday operations. [While MTC/Caltrans have a Traffic Operations System, its mandate seems limited to managing major accidents. That mandate could conceivably be broadened to implement some of these recommendations.]</p> <p>Achieving congestion relief with this proposal would demonstrate the value of hands-on involvement in traffic operations. Using existing real-time operational data on congestion, TAM should monitor problems and look for solutions. It should formally incorporate measurement of operational improvements into its annual performance evaluation.</p> <p>HOV lanes seem excessively slow-moving, in probable violation of federal standards. Real-time monitoring and management of HOV lane speeds is needed to extract the maximum benefit from TAM's largest investment. Data output to the 511 mapping system would promote carpool use.</p> <p>One idea that might be considered: Video cameras mounted on the overpasses could be used to peer into vehicles, looking for single-occupant HOV lane violators. The monitor would then transmit alerts to roving CHP enforcement vehicles. [What's the point of an expensive HOV lane when it is clogged up with illegal vehicles?] Potential downside: a camera system would be less helpful in an HOV 3+ regime.</p> <p>Monthly operations reports to the TAM Board would assist in the identification of problems, helping TAM to be more strategic. These reports would be invaluable in optimizing system parameters, including HOV hours of operation and occupancy requirements.</p>