

New Option Submittal Worksheet

Greenbrae Corridor Improvement Project Working Group

Deadline: 5/28/2013

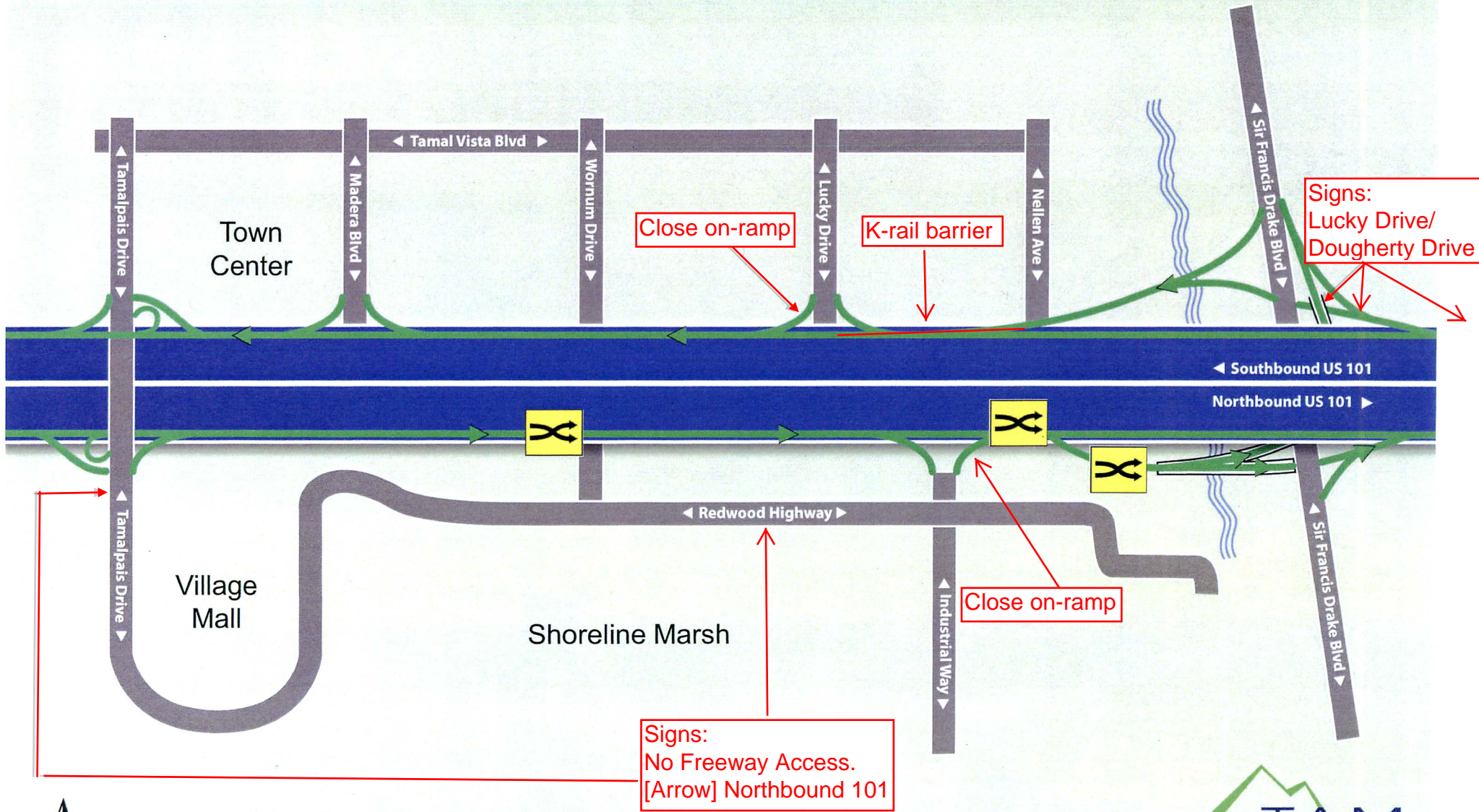
Send to Bill Whitney (bwhitney@tam.ca.gov) at TAM

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	Temporary Test of Anti-Weaving Measures
Author Name, phone and email	David Schonbrunn, TRANSDEF 415-331-1982 info@transdef.org
Features / Description	<p>Two of the major controversies with the Greenbrae project are</p> <ul style="list-style-type: none">• whether ramp closures will harm local businesses, and• whether weaving is a significant problem. <p>Temporarily trying out several closures may lead to resolution of these controversies. This proposal will test the effectiveness of low-cost measures to reduce weaving, and test the effect of reduced weaving on highway congestion:</p> <ol style="list-style-type: none">1. Close the Industrial Way NB 101 on-ramp.2. Erect signs pointing to NB 101 access via Tamalpais Drive.3. Close the Lucky Drive SB 101 on-ramp.4. Erect a K-rail barrier between freeway traffic and the SFDB SB 101 on-ramp, as far south as the Lucky Drive off-ramp.5. Erect signs to Lucky Drive/Dougherty Drive at the SFDB SB 101 off-ramp, at the ramp split and at the bottom of the off-ramp. Cover over the signs at Lucky Drive/Dougherty Drive.6. Conduct an extensive public education campaign, with media and moveable road signs, to alert the public to the test.7. Perform before-and-after traffic counts.8. Evaluate results after each month of use.
Advantages	By limiting the duration of the test, the extent of any negative outcomes will necessarily be limited. Experience gathered in a test could lead to a shared understanding and eventual consensus.
Disadvantages / Impacts	Because this proposal wades into controversy, it is inherently controversial. Because it is experimental, Caltrans may have difficulty processing it.

How does your option address the following:	
Highway 101 Congestion	<p>It will eliminate these traffic conflicts, thereby increasing throughput, which should reduce congestion:</p> <ul style="list-style-type: none"> • Industrial Way NB 101 on-ramp weave with NB 101 traffic exiting to EB SFDB, when exiting to WB SFDB • Industrial Way NB 101 on-ramp merge into NB 101 traffic exiting to EB SFDB • Industrial Way NB 101 on-ramp merge into NB 101 traffic exiting to WB SFDB • [Industrial Way NB 101 on-ramp weave with NB 101 traffic is already blocked by bollards] • SB 101 to Lucky Drive off-ramp weave with SB 101 SFDB on-ramp traffic • Lucky Drive on-ramp merge into SFDB SB 101 on-ramp traffic
Greenbrae Interchange Ramps	It would temporarily close the Industrial Way NB 101 on-ramp and the Lucky Drive SB 101 on-ramp, and unite two traffic streams accessing the Lucky Drive SB 101 off-ramp, thereby eliminating that conflict.
Local Road Congestion	The primary goal of this proposal is to gather the observations of local residents on the congestion impacts of the temporary ramp closures. Any adverse impacts from closures would largely fall on local roads.
Sir Francis Drake	It will eliminate NB 101 traffic coming into the SFDB/NB 101 Interchange from the NB 101 SFBD off-ramp, thereby expanding SFDB capacity through the interchange by shrinking a green signal phase.
Other Local Road Impacts	NA
Access & Connectivity	Bike & Pedestrian NA
	Transit NA
	SMART NA
Broader Issues	This proposal is a low-cost method of securing valuable input from local residents about the effects of anti-weaving measures. This information could prove invaluable for consensus-building.

EXISTING CONDITIONS



- not to scale -