



















[REDACTED]

On Mon, Jan 28, 2019 at 12:37 PM David Schonbrunn <David@[REDACTED]> wrote:

Damon,

Here's the input you welcomed:

I think the discussion of bikes on the bridge is completely wrongheaded: I think the problem with WB capacity is the arrangement of the toll plaza, and the number of lanes entering the bridge. I don't believe the number of lanes on the bridge is the capacity-controlling feature, thereby making the entire bike lane issue a red herring.

You may not remember this, but I-580 was built with HOV lanes in Marin and CCC. It was MTC that decided to take them out in the 90s. The problem is that, as traffic got a lot heavier, MTC never revisited the subject (which is a strong indicator that neither MTC nor Caltrans ever had any desire to encourage carpooling in these lanes). It should be obvious in looking at the morning backup at the toll booth that an HOV lane would provide a strong incentive to carpool (and reduce the overall traffic, to boot.)

Of course, he didn't do it. In my mind, it is irresponsible to design infrastructure responses to congestion without understanding the behavioral dimension of the problem. The latter survey topic is relevant to the Richmond Bridge, as the cash customers are the big drag on throughput. A big promotion of Fastrak in this corridor could make a difference.

I could go into more detail if you invite me in to talk.

--David

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