

---

**From:** bvowinkel@yahoo.com [mailto:bvowinkel@yahoo.com]  
**Sent:** Friday, October 06, 2006 2:33 PM  
**To:** SR520Bridge@wsdot.wa.gov;  
**Subject:** SR 520 Bridge Project Feedback

Sent from: Brian Vowinkel  
Address: 1301 1st Ave, #1605  
City: Seattle  
State: WA  
County: King County  
Zip: 98101  
Email: bvowinkel@yahoo.com  
Phone:

Comments:

**I-0553-001**

HOV is a BAD idea Researchers at the University of California, Berkeley and California State University, East Bay have measured the effect of high occupancy vehicle (HOV) restrictions on 100 miles of freeway in the San Francisco Bay area and found the lanes have had the opposite of their intended effect. Using detectors buried in the pavement, they analyzed four-and-a-half years worth of speed and travel time data from 2001 to 2005. Because the HOV/carpool restrictions only apply for 8-10 hours a day on the freeway segments examined, traffic flow was measured both with and without the restriction. "HOV actuation imposes a twenty percent capacity penalty," wrote Jaimyoung Kwon and Pravin Varaiya, the study's authors. "The HOV restriction significantly increases demand on the other lanes causing a net increase in overall congestion delay. HOV actuation does not significantly increase person throughput." The study found that at 60 MPH, an HOV lane has a maximum flow of 1600 vehicles per hour compared with 2000 for the general purpose lanes. A report from 2005 also noted that in areas where HOV lanes are not separated from general traffic, accident rates increase by some 50-percent. Santa Clara County, carpooling fell from 17% of commute trips to 12.5% (1980-1990) despite constructing 115 miles of HOV lanes in that period (1982-1990), more than all other Bay Area counties combined. Most new HOV lane users are former transit riders. 74% of casual carpool passengers and 33% of the carpool drivers used public transit before they began casual carpooling, a recent study shows. This shows that diamond lanes actually move less people in more vehicles. HOV lanes both decrease transit patronage and increase the number of motor vehicles. This shows HOV lanes are actually counterproductive.

**I-0553-001**

**Comment Summary:**

Regional Land Use and Transportation Planning

**Response:**

See Section 2.1 of the 2006 Draft EIS Comment Response Report.