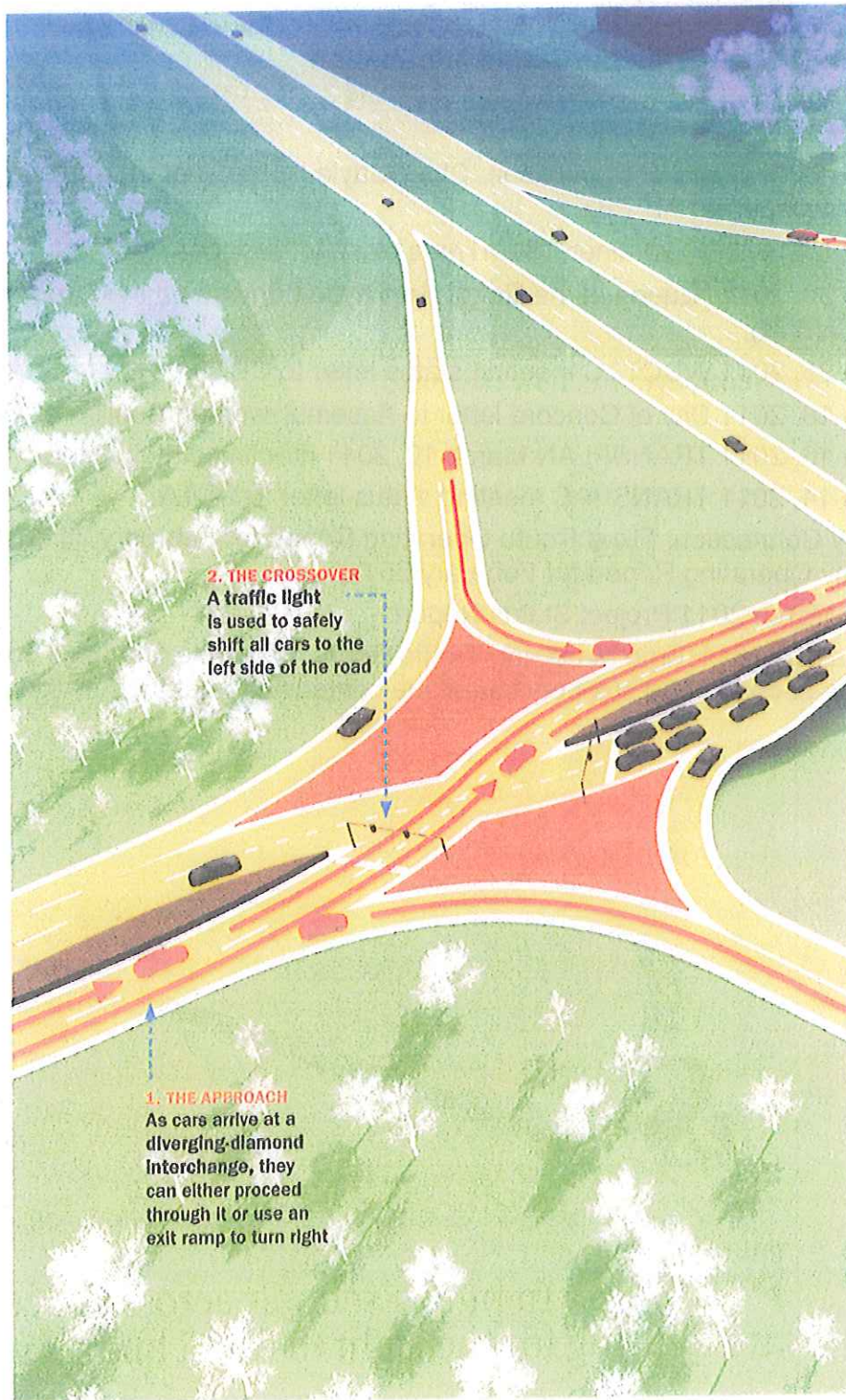


12. Correspondence/Copies/Newsclips/Information

Attachments:

- April 5, 2011 Board of Supervisors Chair Gayle Uilkema letter to Assemblywoman Nancy Skinner re: AB 710
- April 2, 2011 The Examiner, "SamTrans close to disappearing"
- March 30, 2011 "Queen of the Road: Solo hybrid drivers banned from the carpool lane" (7/1/11)
- March 25, 2011 WCCTAC meeting status letter to CCTA;
- March 18, 2011 City of Concord letter to Assemblywoman Bonilla re: AB 710;
- March 16, 2011 TRANSPLAN March 10, 2011 meeting status letter;
- March 14, 2011 TRANSPAC meeting status letter to CCTA;
- County Connection: Fixed Route Operating Report for February 2011; LINK Monthly Operating Report for February 2011;
- CCTA March 2011 Project Status Report;
- February 7, 2011 Time Magazine Traffic Gem - match the first page color section with the second page color section at the centerline to get the full view.

**HOW IT WORKS**

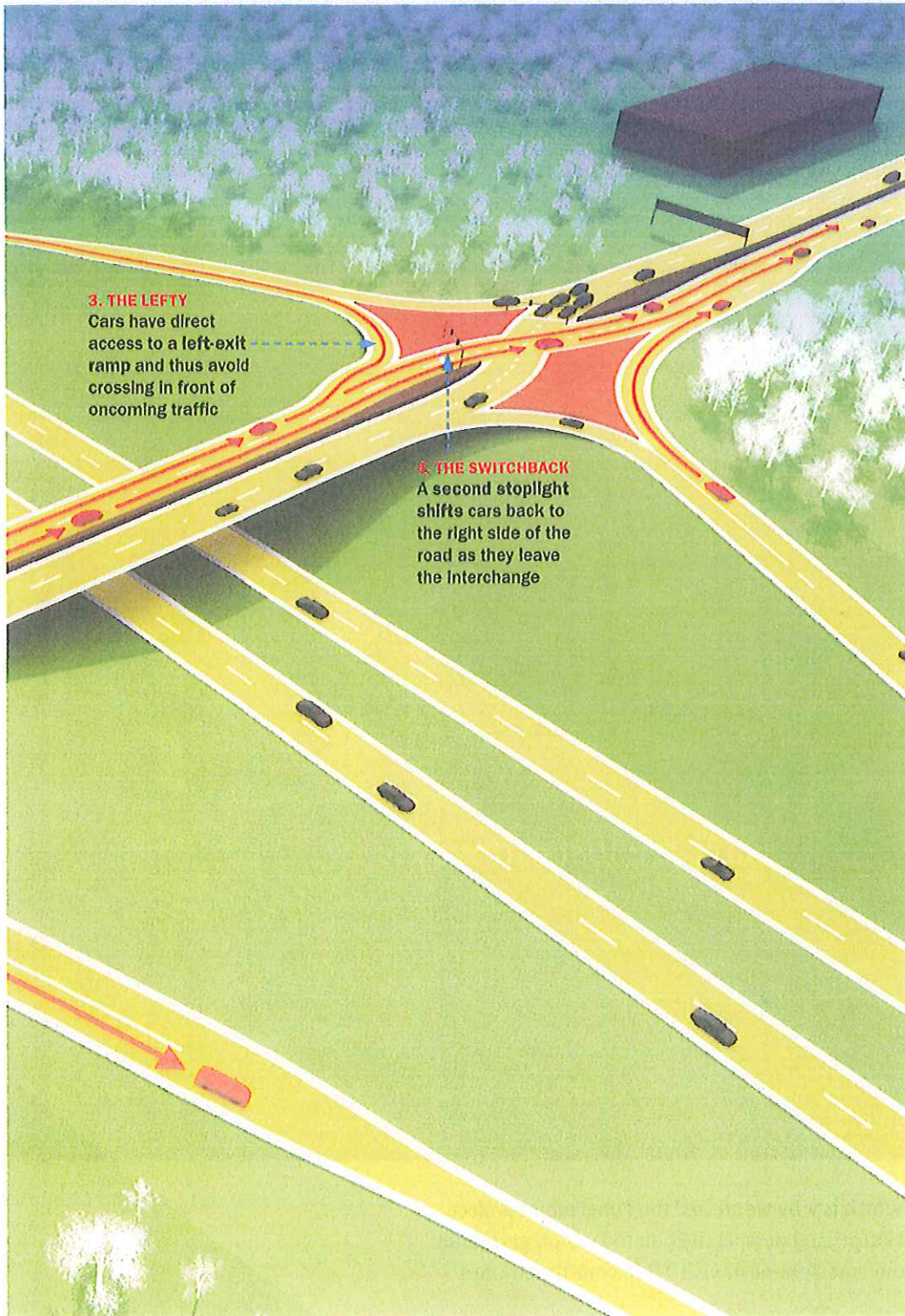
Traffic Gem.
Diverging-diamond interchanges can save time—and lives

BY KATY STEINMETZ

AMERICA LIKES IMPORTS ON its highways: both the cars that travel them and the road designs that are traveled upon. President Eisenhower created the interstate system in the 1950s after being

Illustration by Bryan Chrystle Design for TIME

Acme Magazine 2/7/11



3. THE LEFTY

Cars have direct access to a left-exit ramp and thus avoid crossing in front of oncoming traffic

4. THE SWITCHBACK

A second stoplight shifts cars back to the right side of the road as they leave the interchange

inspired by Germany's autobahns. Roundabouts, long staples of England and Australia, now populate the U.S. by the thousands. And the latest roadway innovation comes from France—*zut alors!*—in the form of diverging-diamond interchanges.

These flashily named interchanges eliminate traditional left-hand turns and, with them, the most dangerous type of crash—the T-bone—since cars no longer have to cross in front of lanes of oncoming traffic. Stoplights allow lanes to safely crisscross at intersec-



Leftist Movement

Ride through one of these newfangled interchanges at time.com/diverging_diamond

tions, briefly shifting all drivers to the left side of the road so they can have direct access to a left-hand ramp.

The concept may sound confusing, but engineers see it as a simple way to fight the congestion that occurs in places where lots of drivers turn left. According to the Federal Highway Administration, these diamonds can handle twice as many left turns per hour as conventional interchanges. The design can reduce not only delays—by up to 60%—but injuries too. In the six months after the first diverging diamond was completed in the U.S. in 2009, in Springfield, Mo., traffic accidents fell 50% compared with the same period the year before, when the interchange still had a standard design.

So far, five diverging diamonds have been completed in the U.S., but Don Saiko, project manager for the nation's first, says he has fielded calls from interested engineers and consultants in 35 states. At least 10 states are building or planning to build them. "Conceptually, it's different," Howard Jarvis, an emergency-room doctor, says of the diverging diamond he drives through during his daily commute in Missouri. "But once you've been through it a few times, it's pretty intuitive." ■

