



# Upper Deck Improvements to the Richmond San Rafael Bridge

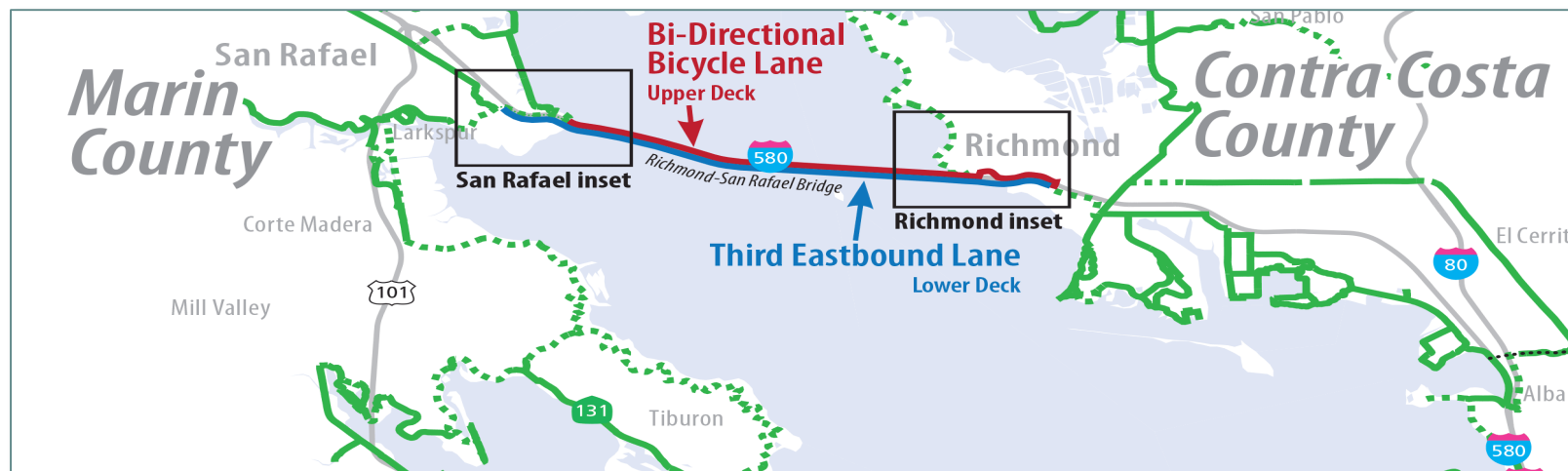


TAM Executive Committee  
January 14, 2019



## RSRB Project Elements

- Eastbound Third Lane: Sir Francis Drake Blvd. to Marine Street ( Richmond Parkway exit)
- 10-ft Barrier Separated Bike/Pedestrian Path on Upper Deck (Bay Trail)
- I-580 separated shoulder pathway from Pt. Richmond to Pt. Molate exit

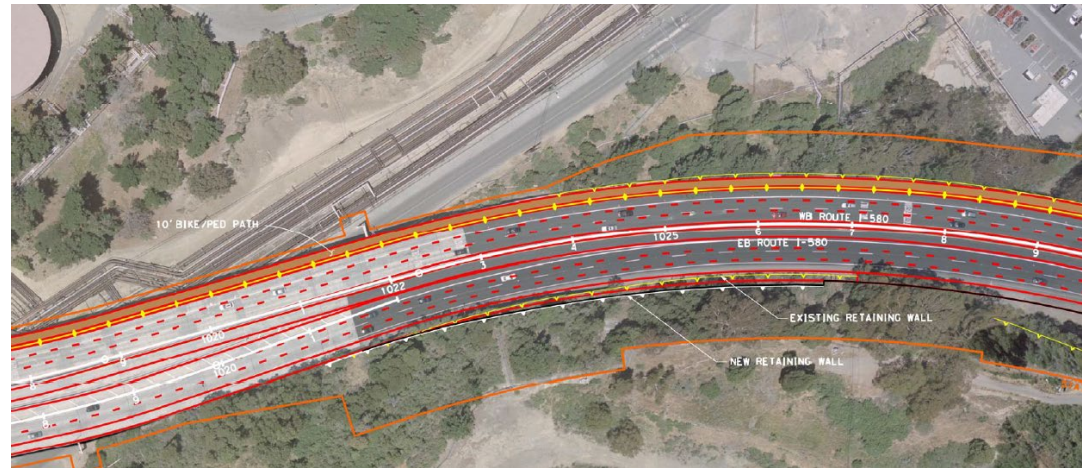




# Lower Deck Improvements



Lower Deck Shoulder Lane operating since April 2018



Separated Multi-Use path along North side of I-580 in Richmond from Chevron Entrance to Western Drive (complete with Upper Deck opening)

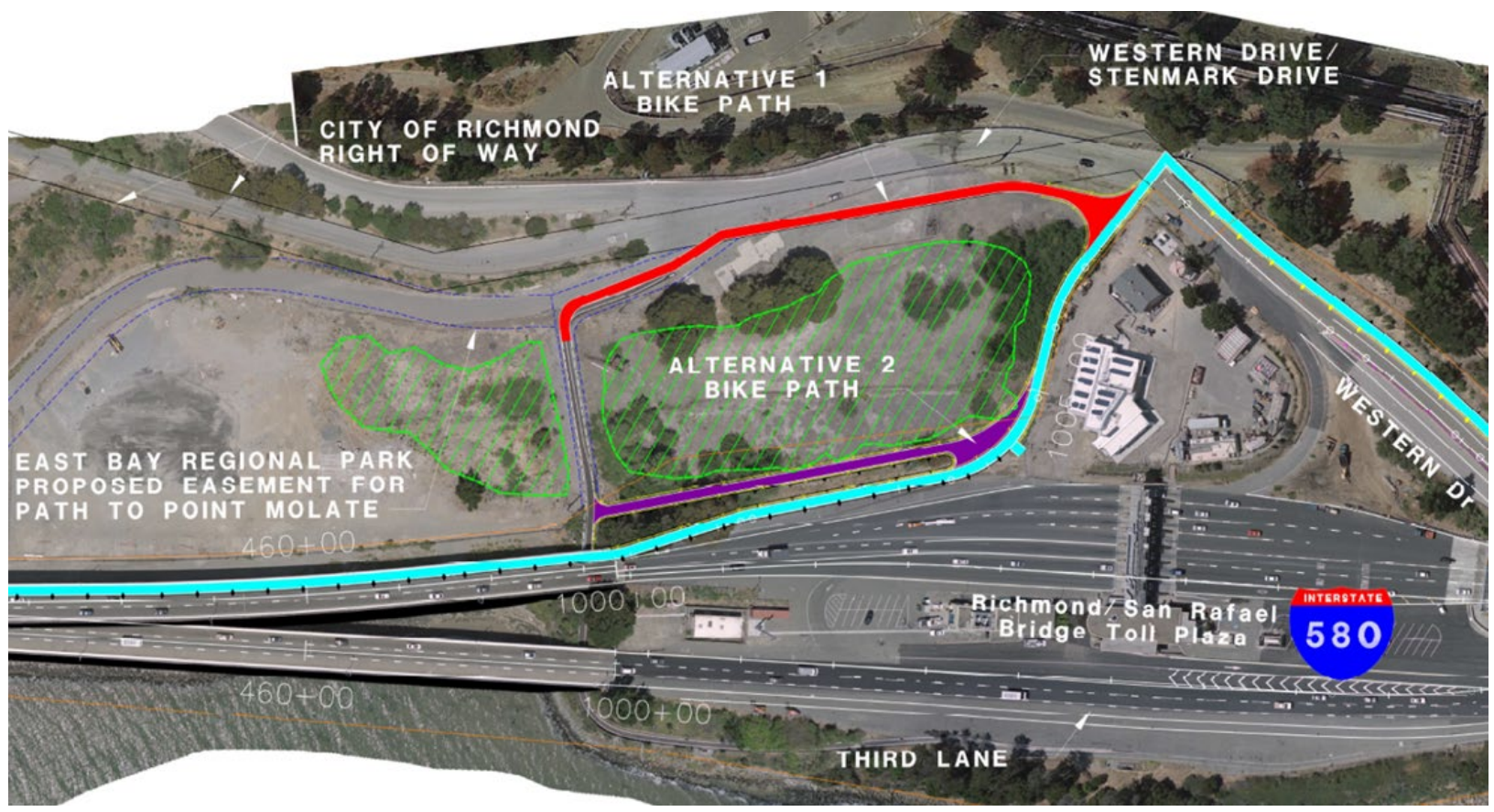


## Project Under way on Upper Deck





# Multi-Use Path Begins at Western Drive





# Western Terminus of Multi-Use Path is Main Street (San Quentin)

Main Street Off-Ramp





# Planned Path on Upper Deck

- **Path will be 10 foot wide with 2 foot barrier**
- **Current plan is for full time access (24 hours a day)**
- **Pilot approved by BATA and Caltrans to be 4 Years**
- **Decision Document performance metrics- 14 total**
  - **Usage by user group including time of use plus path accident history**
  - **Evaluating changes in westbound I-580 accident data and changes in duration and time to clear accident**
  - **Congestion relief- travel time, average speed, hours of delay**
  - **Economic, social and health benefits**
  - **Change in emissions**
  - **Consistency with state and regional transportation and accessibility goals**
  - **Impact on maintenance**
- **Decision Document does allow for a shorter duration than 4 years depending on the evaluation of performance metrics**



# Planned Path Schedule

- **Two contracts underway**
- **Contract for barrier is basically complete, barrier fabricated and machine is ready for pick-up ( barrier placed close to opening date for pathway)**
- **Contract for Richmond Improvements and increasing bridge railing height – done when pathway to be opened**
- **Estimated opening is no sooner than late April 2019**
- **Two remaining contracts for incident response and improvements on the Marin side**





## Recent Developments

- **Westbound traffic is increasing, current morning delay is 22 minutes, estimated to increase to at least 27 minutes in a year**
- **Vocal public support for a similar lane to the lower deck on the upper deck for the A.M. commute**
- **Employers concerned about reliable access to the workplace**
- **TAM request made to BATA last January to explore the installation of an upper deck lane**



# Potential Upper Deck Traffic Lane Issues

- **Potential upper deck structural issues (weight of barrier and three lanes of traffic, utility tray strength)**
- **Downstream traffic affects (back-up at Sir Francis Drake exit, additional traffic merging onto U.S. 101 North)**
- **Additional steps needed for changing the pilot**



# Staff Recommendations

**Support further investigation of a potential peak period third traffic lane on the upper deck; requesting ongoing coordination and cooperation by MTC/ BATA**

- **Send a letter to BATA stating support of investigating lane**
- **Send letter to Caltrans requesting that they perform the additional structural analysis**
- **Reallocate \$148,000 of funds previously allocated to the US101 Direct Connector preliminary studies to the additional traffic study**



# Questions



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