



Caltrans Division of Research,
Innovation and System Information

Research

Notes

Transportation
Safety and
Mobility

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Project Title:
UTC - Richmond-San Rafael Bridge
Access Improvements Evaluation
(UCCONNECT)

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Task Manager:
Sukhdeep Nagra
Project Manager
Sukhdeep.nagra@dot.ca.gov

Richmond-San Rafael Bridge Access Improvements Project Before/Mid-Term Study Evaluation and Report

A before and after study to evaluate the impact and success of each of the San Rafael Bridge Access improvement measures

WHAT IS THE NEED?

The Bay Area Toll Authority (BATA) in cooperation with the California Department of Transportation (Caltrans) will be carrying out the following multimodal access improvements to Interstate 580 (I-580) within Marin and Contra Costa Counties, including the segment on the Richmond-San Rafael (RSR) Bridge:

- Extend the Eastbound (EB) I-580 auxiliary lane from Sir Francis Drake Boulevard to beyond the Main Street on-ramp merge, and continues as a third eastbound lane on the RSR Bridge from the Main Street on-ramp merge (on RSR Bridge) to beyond the Marine Street off-ramp during the afternoon peak period as a pilot project.
- Install a fixed barrier separated bi-directional bicycle and pedestrian facility on Westbound (WB) I-580 from Marine Street to Western Drive / Stenmark Drive.
- Install a moveable barrier separated bi-directional bicycle and pedestrian facility on WB I-580 from RSR Bridge Toll Plaza to the Main Street (San Quentin) / Francisco Boulevard intersection, as a pilot program.

The third travel lane on EB I-580 would require removal of an existing bicycle access along the EB I-580 shoulder between the eastern termini of the RSR Bridge and Marine Street off-ramp. This removal of bicycle access would be mitigated through the conversion of the WB shoulder to a bi-directional bicycle and pedestrian path (see second bullet).

A before and after is required to evaluate the impact and success of each of the improvement measures listed above.



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WHAT ARE WE DOING?

The Scope of Services includes:

1. Congestion Relief/Change from Existing Conditions:
2. Maintenance Access Time
3. Emergency Response Times
4. Travel Time:
5. Rate/Severity of Accidents
6. Bicycle and Pedestrian Usage
7. Effectiveness of Traffic Monitoring Activities
8. Increased Quality of Life
9. Economic/Social/Health Benefits
10. Supplies and Services Justification
11. Travel and Travel Justification
12. Administrative Assistant Justification

WHAT IS OUR GOAL?

Upon completion of the study the researcher should provide guidance to measure the level of success for each individual improvement made. Caltrans can make a decision on what improvements made are to be left in place permanently and/or changes that can be made for an overall success. The guidance provided should also be applicable to other projects with similar parameters.

WHAT IS THE BENEFIT?

At the end of this study, Caltrans can evaluate the impact and success of the individual improvements implemented. This will assist Caltrans to determine with changes are to be left in place permanently and the changes need to be restored to prior to implementation.

The study method utilized for this task can be utilized on other projects of similar scope, reducing the workload and time to develop a new study. Potentially, studies of a similar scope can be carried out in-house using this method if proven successful.

WHAT IS THE PROGRESS TO DATE?

This study has not started yet. Will begin in November 2015.

