After Study for the Richmond – San Rafael Bridge

An after study that provides an overview of the research, scope, the data collected and analyzed in both before and after studies, and the construction improvements.

WHAT IS THE NEED?

An after study is required to evaluate the impact and success of each of the improvement measures listed below to mitigate traffic congestions, on Interstate 580 (I-580) within Marin and Contra Costa Counties, and a 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. It will continue 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 separating bi-directional bicycle and pedestrian facility on Westbound (WB) I-580, from Marine Street to Western Drive/Stenmark Drive.

- Install a moveable barrier separating 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.

- Remove the existing bicycle access on the third travel lane on EB I-580, 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.
WHAT ARE WE DOING?

The scope of work includes the following eight tasks:

1. Congestion Duration/Delay Evaluation
2. Discharge Flows
3. Maintenance Access Time
4. Emergency Response Time
5. Rate/Severity of Accidents
6. Bicycle and Pedestrian Usage
7. Effectiveness of Traffic Monitoring Activities
8. Surveying Quality of Life

WHAT IS OUR GOAL?

Upon completion of the after study, the researcher will provide an evaluation that measures the level of success compared to the before study. From the research results, the California Department of Transportation (Caltrans) can decide if adjustments are needed, and what can be implemented permanently. Besides, this research can provide a standard to applicable projects with similar parameters.

WHAT IS THE BENEFIT?

Caltrans can evaluate the success of each individual improvements and analyze the resulted impacts. The research results will assist Caltrans to determine what changes can be executed permanently, and what changes need to be reevaluated. Other projects with similar scope can use the same study methods utilized for this research, to reduce the workload and the time to develop a new study.

WHAT IS THE PROGRESS TO DATE?

Upper Deck (WB) is still under construction and will be completed in February/March 2019. No research work can be performed until the Upper Deck construction is completed. Anticipated date for kick off meeting is in March 2019.

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