Richmond-San Rafael Bridge Project Modified Pilot Extension

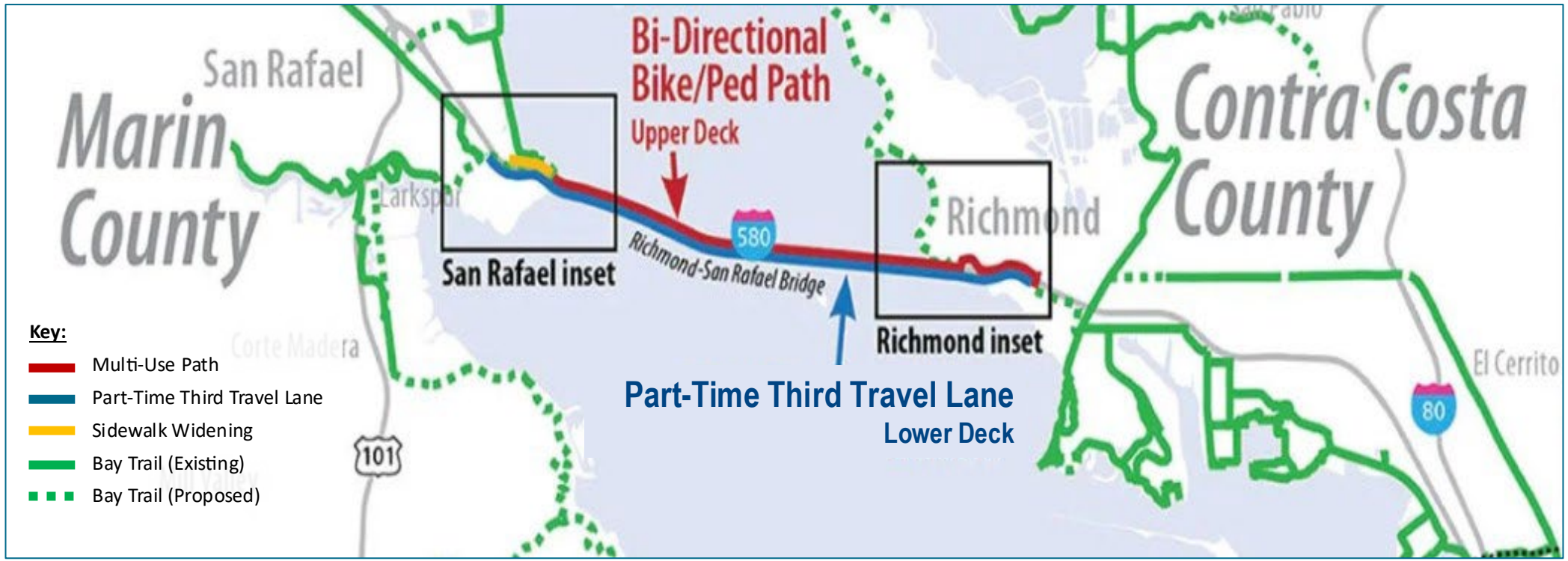
BCDC Hearing

August 07, 2025

PHOTO: BEN BOTKIN

Original RSR Bridge Pilot Project

Recap & Key Findings



Project Location Map

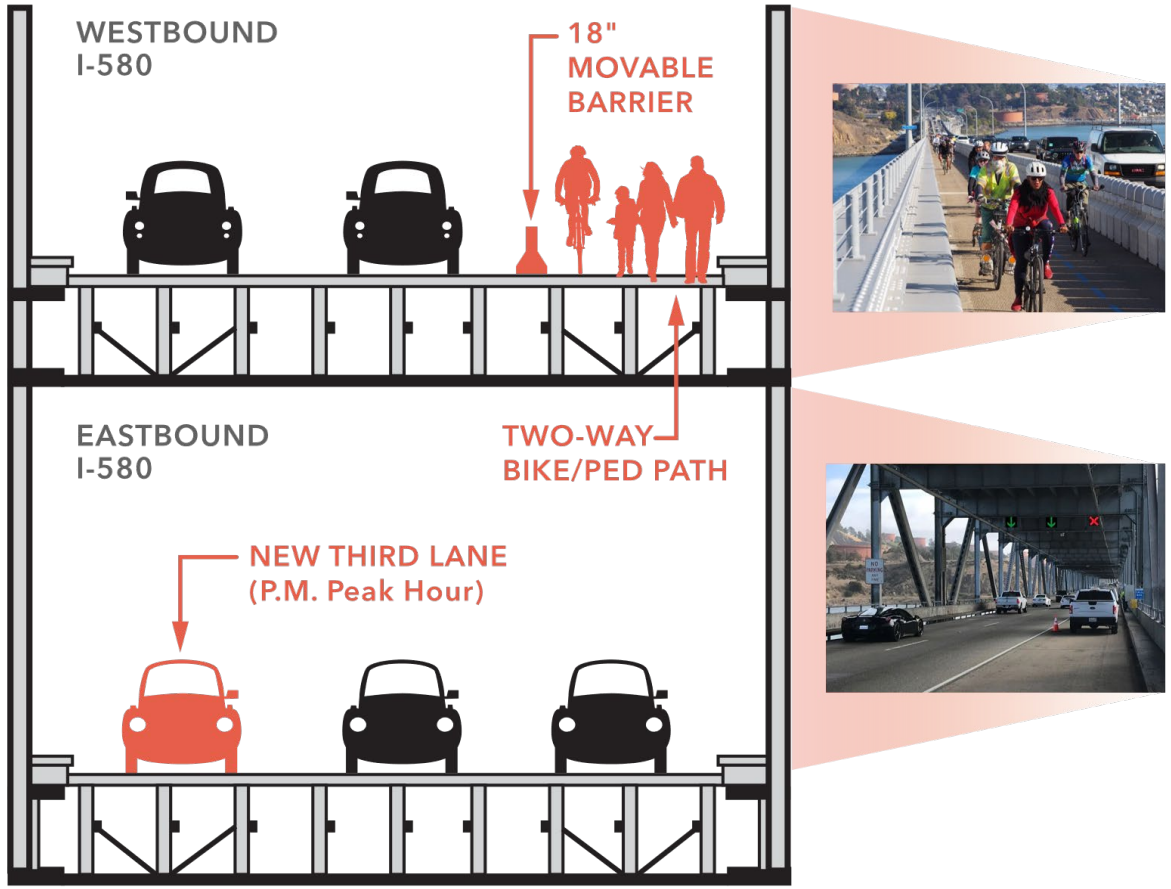
Original 4-Year Pilot Designed for Two Purposes

Bicycle & Pedestrian Access (Nov. 2019)

- Converted Westbound Shoulder to Multi-Use Path for Bay Trail connection between East Bay and Marin
- Permanent Path connections for Richmond and San Rafael

Traffic Congestion and Delay (Apr. 2018)

- Converted Eastbound Shoulder to Peak-Period Use Lane



RSR Bridge Cross-Section
(looking West)

Permanent Path Connections

Point Molate

RSR Bridge To Marin County

RSR Bridge Pilot
Permanent Project Connections
Existing Paths

BART / Richmond Ferry

Contra Costa County = 1 mi.

Miller-Knox Regional Shoreline

Permanent Path Connections

Bay Trail

San Rafael Bettini Transit Center

Larkspur Ferry Terminal

RSR Bridge Pilot
Permanent Project Connections
Existing Paths

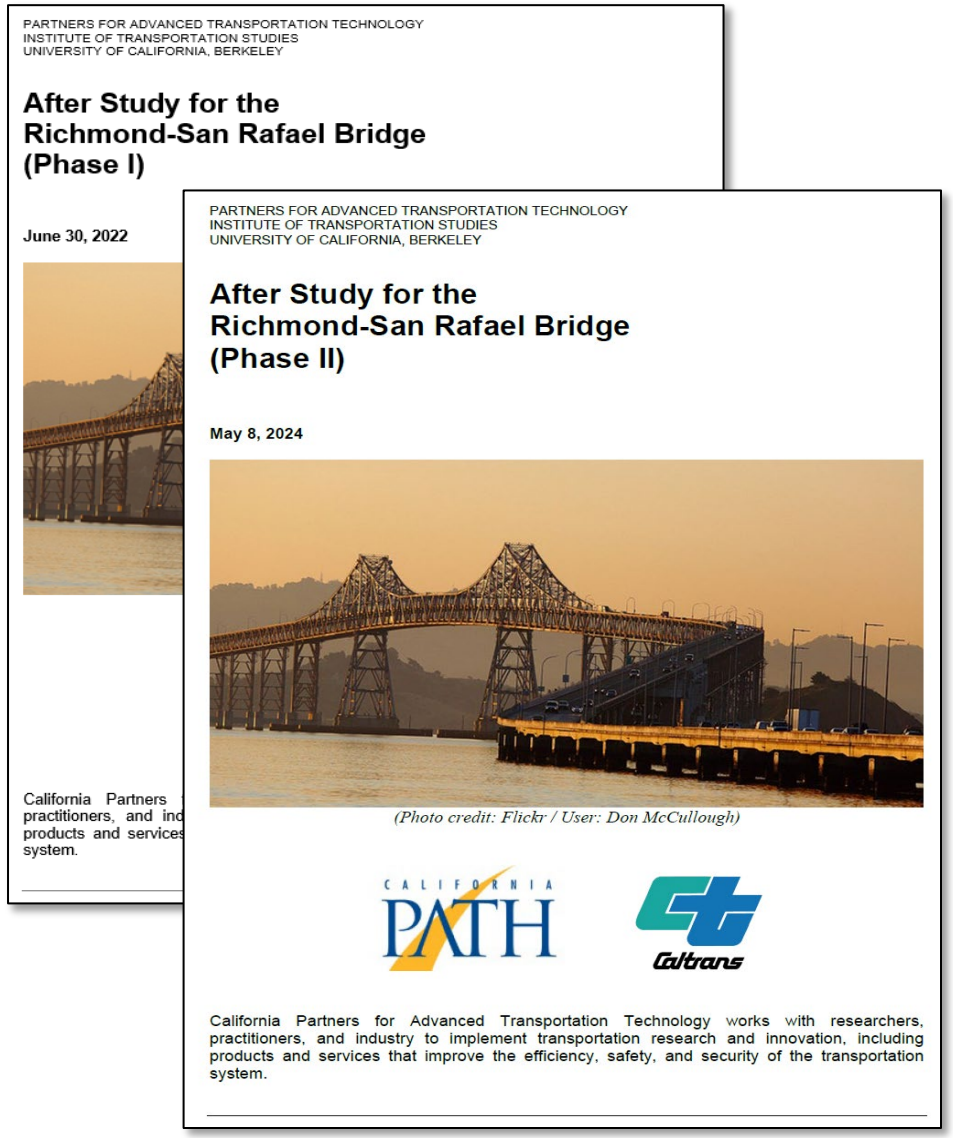
RSR Bridge To
Contra Costa County

Marin County = .8 mi.

Original Pilot Study Report

Study and Focus on:

- Path Usage and Safety
- Peak-Period Lane Travel Time, Compliance
- Freeway Congestion Impacts
- Incident Rates & Response/Clearance Times
- Bridge Operations and Maintenance Impacts



Lower Deck – Peak-Period Use Lane (Apr 2018 - Apr 2024)

Eliminated afternoon eastbound congestion on freeway and local streets

Up to 17 mins. travel time savings at peak afternoon hours

High compliance (99%)

No major impacts to bridge maintenance, vehicular incidents or response

Upper Deck – Multi-Use Path Usage (Nov 2019 - Apr 2024)

Cyclist Entries/Day/Direction:

- Weekdays: 35-80
- Weekends: 120-260

Summer up to 40% higher than Winter

Pedestrian Entries/Day/Direction:

- Weekdays: 6-20
- Weekends: 7-30

85% recreation/exercise
15% commute to work/other

User perceived safety rating: 8.3 (cyclist) and 7.0 (pedestrian) out of 10

Upper Deck – Operational Impacts (Nov 2019 - Apr 2024)

Overall, no significant impact on traffic

Overall decrease in incident rates and response times

Bridge throughput of vehicles **decreased 7%** (weekdays) and **5%** (weekends)

Weekday AM Peak (6 – 9 AM), initial observation:

Incident rates increased:

- +4.8 incidents / year on the bridge
- +1.2 incidents / year on the approach

Response times increased by +3.4 mins

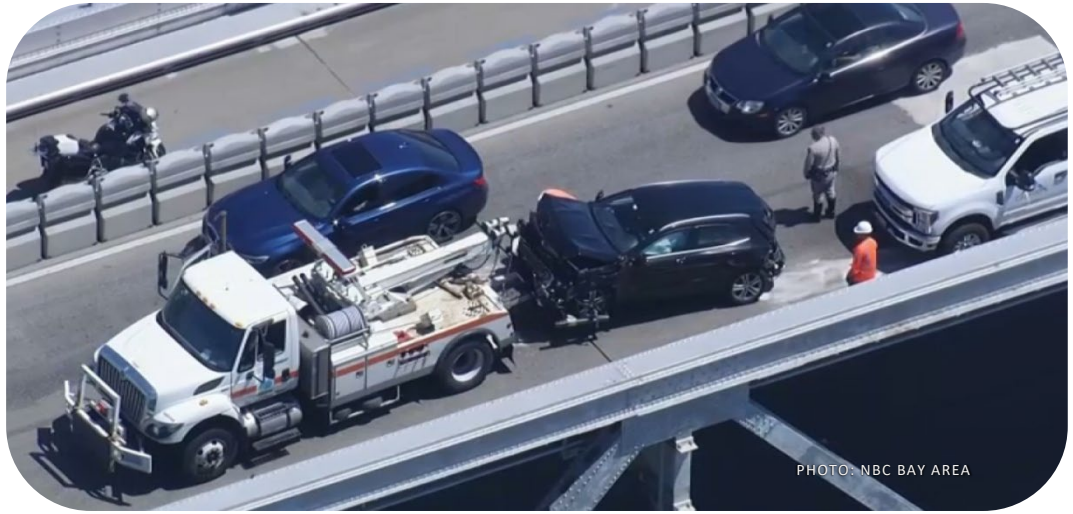
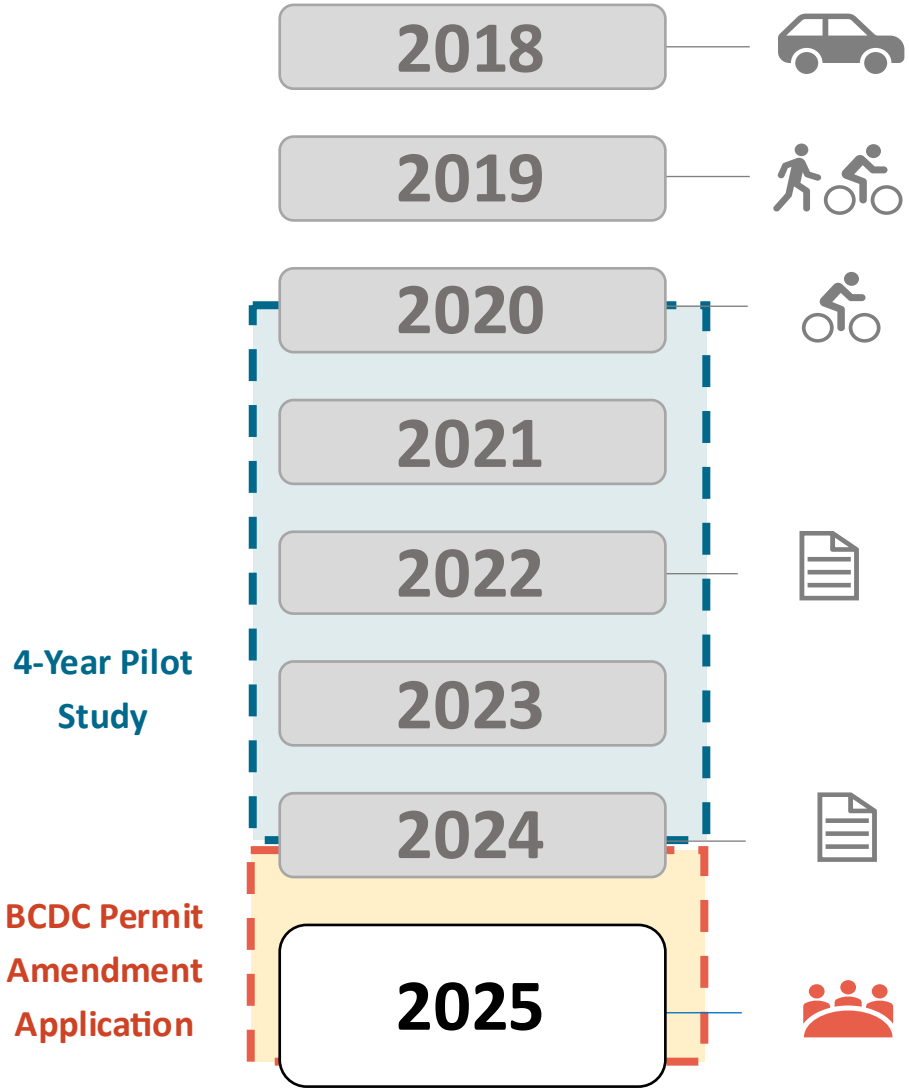


PHOTO: NBC BAY AREA

PHOTO: RICHMOND FIRE

Original Pilot Timeline



2018 — RSR Bridge Peak Period Use Lane (Apr. 2018)

2019 — RSR Bridge Multi-Use Path (Nov. 2019)

2020 — Sir Francis Drake Blvd. Bike Path (Aug. 2020)

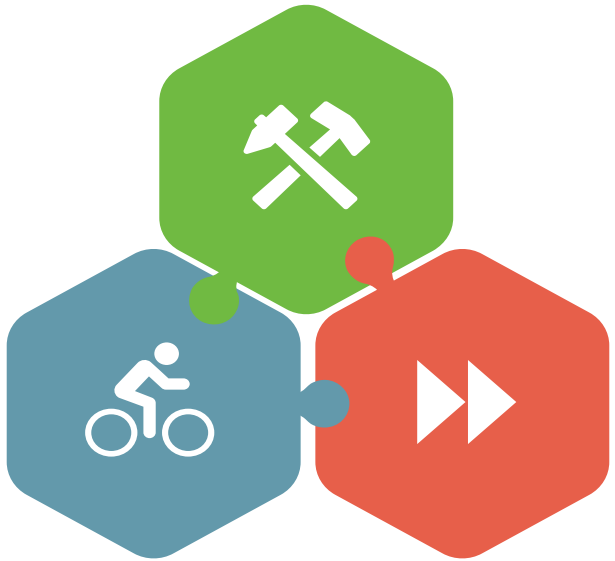
2022 — Interim Phase I Report (Jul. 2022)

2024 — Phase II Final Report (May 2024)
Partner Proposal & BATA Direction (May 2024)
Request for BCDC Permit Amendment (July 2024)

2025 — BCDC Workshop (Jan. 2025)
BCDC Hearing/Vote on Pilot Modifications (Aug. 2025)

Focused on Improving Corridor Access, Travel & Safety

(Caltrans, BATA, MTC)

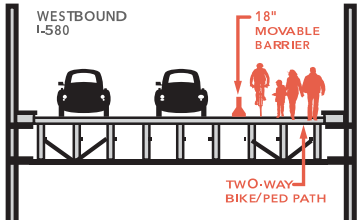


Overview

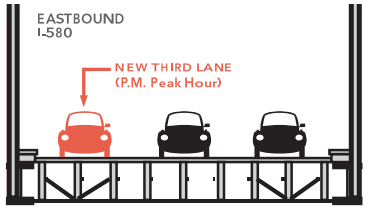
Original Pilot

Current Permit Amendment No. 4
2018-2025

Upper Deck:



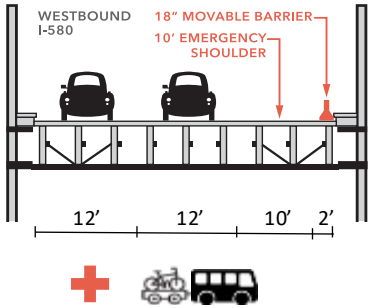
Lower Deck:



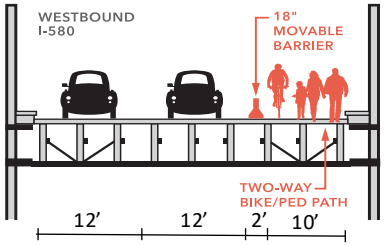
Pilot Extension

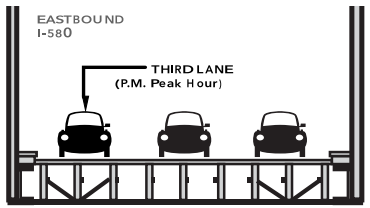
Today's Permit Vote Amendment No. 6
2025-2028

Mon-Thurs



Thurs-Sun

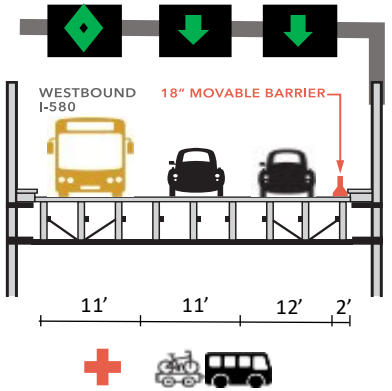




Long-Term Solution

Subject to Environmental Review &
Future Permit

Mon-Thurs (HOV Hours)



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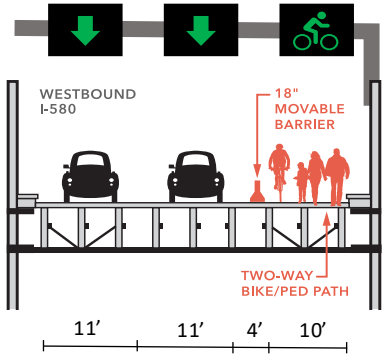
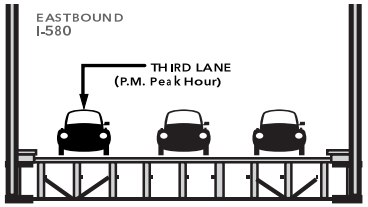
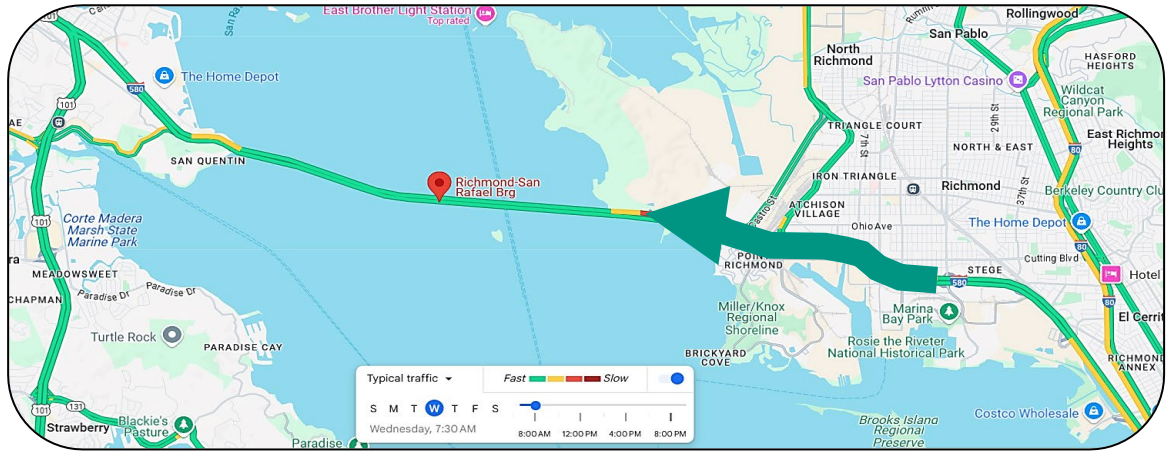




RSR Forward



Open Road Tolling & HOV Lane

Toll Plaza & Richmond Approach

Summer 2026: Expected Opening

Scope: Extends HOV 2+ lane from Toll Plaza to Regatta Blvd. and removes toll booths to reduce merging and improve safety at the toll plaza

Expected Travel Time Savings:

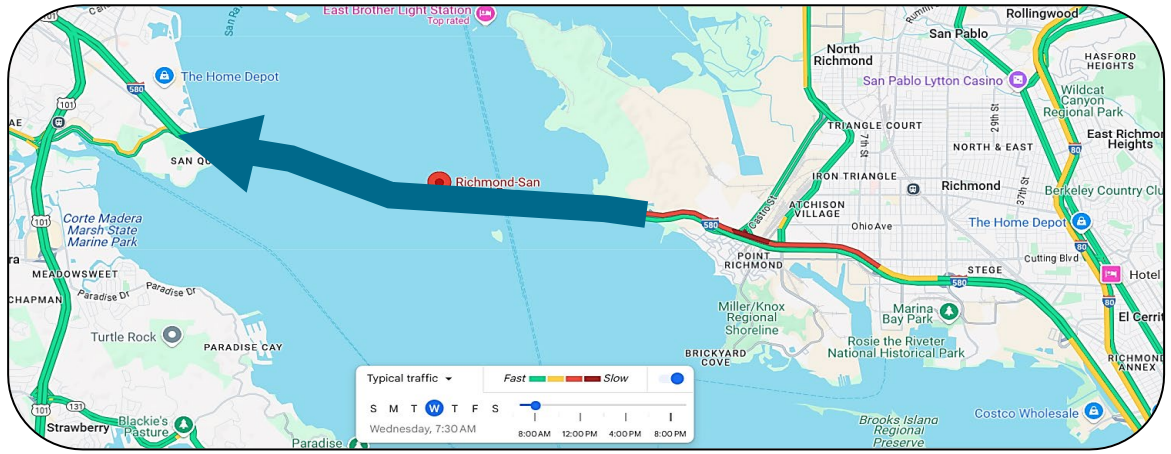
- General Traffic: 3-5 mins (average)
- Transit/Carpool: 10-12 mins (average)

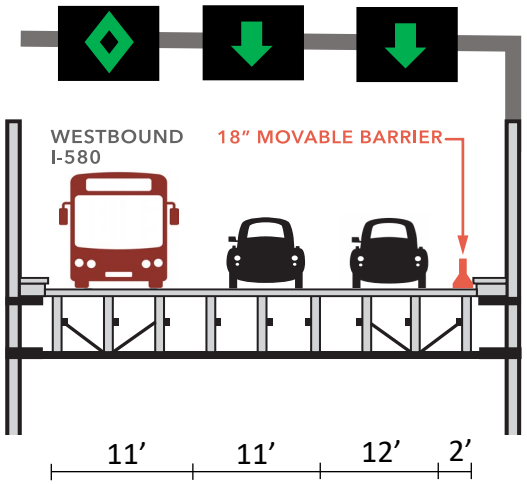
Other RSR Forward Projects:

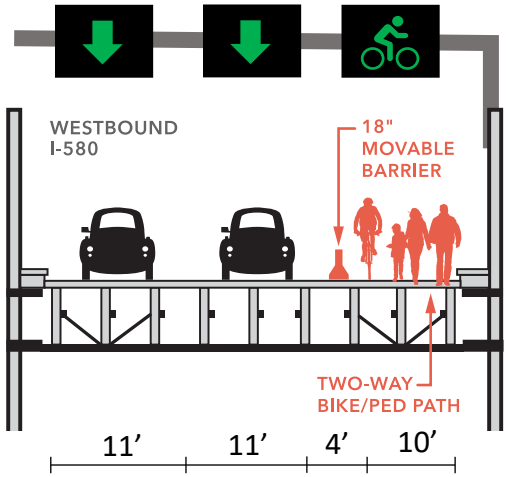
Winter 2028
Richmond Parkway Interchange

Summer 2026
Cutting Blvd Transit Improvement Project

Westbound Improvement Project







Bridge + Marin Approach

May 2025: BATA approved start of environmental phase

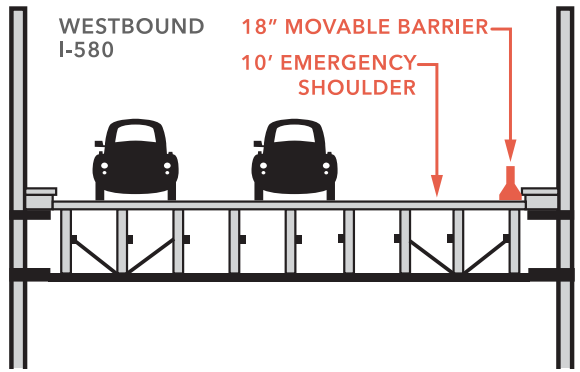
Scope: Long-term bridge shoulder solution as part-time **HOV lane** and **multi-use path**

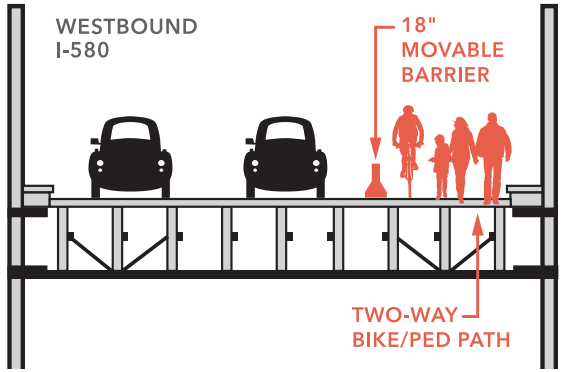
Benefits: Preliminary study shows travel time savings for general traffic (10-19 mins) and transit/carpool (4-11 mins), in addition to RSR Forward time savings

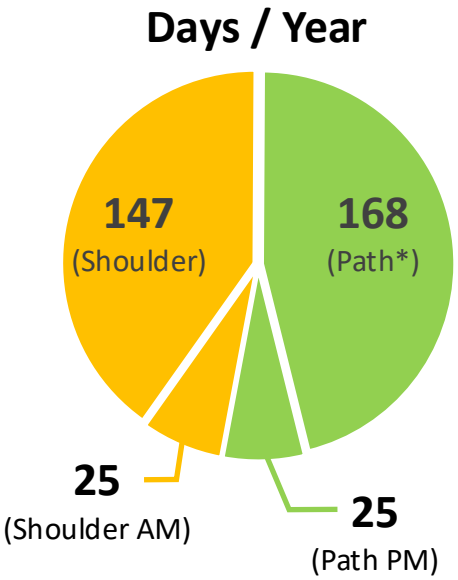
Preliminary Cost of Alternatives: $14 - $45M

Upper Deck – Modified Hours of Operations

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
Emergency Shoulder (Mon 1AM – Thur 12PM)				Bike / Ped Path (Thur 2PM – Sun 11PM)		







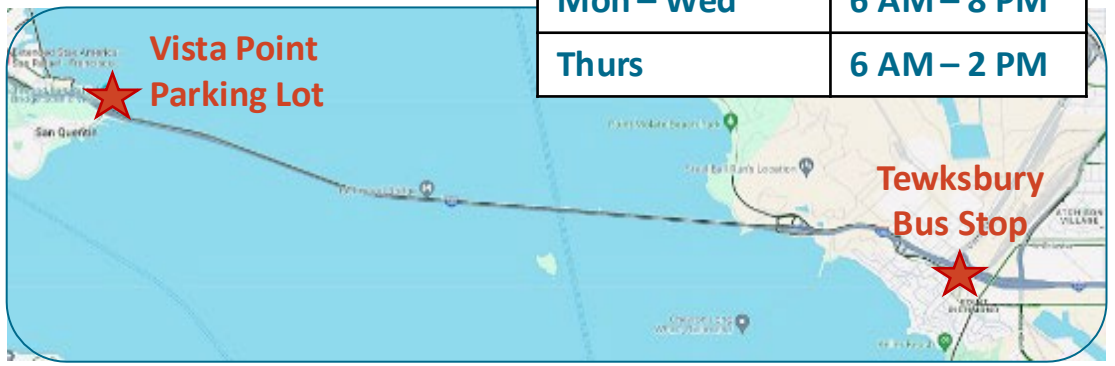
** Path open on Holidays: Memorial Day, Labor Day, week of Christmas and New Year*

Barrier Transfer Machine Operations

Free Bike Shuttle

- Up to 10 passengers and bikes
- Approx. 20 min headway
- Real-Time GPS / website

Two Designated Stops:

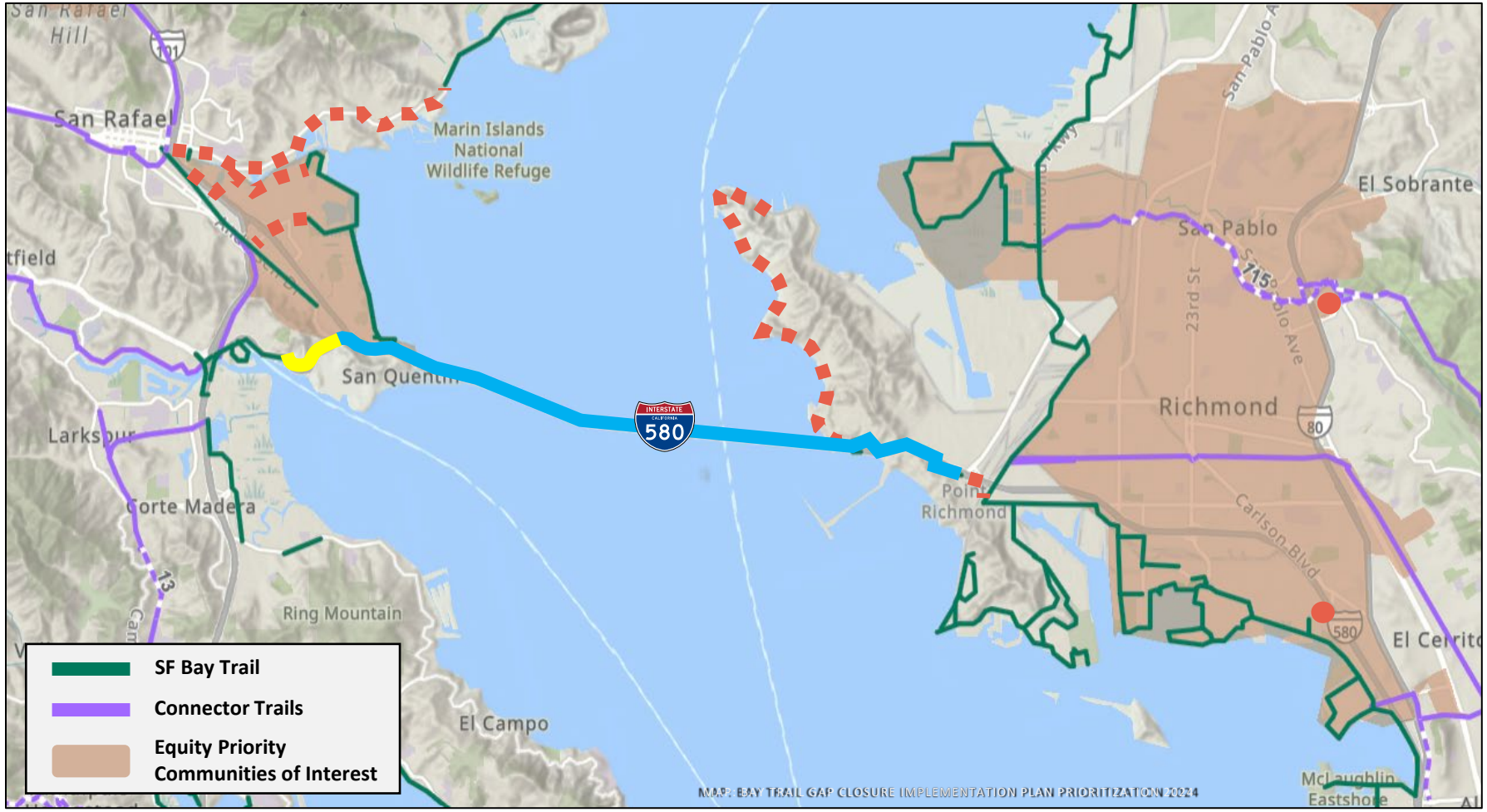


Schedule:	
Mon – Wed	6 AM – 8 PM
Thurs	6 AM – 2 PM

Cohesive Approach to Corridor Access, Travel & Safety

Project	2025	2026	2027	2028	2029
Modified Pilot • Operations • Safety • Equity • Deck Impacts	BCDC Permit Extension	Extension (Phase III Study)			BCDC Update / Next Steps
Structural Strengthening		Planning / Design			
RSR Forward Open Road Tolling & HOV		Construction ✓ Interim ORT + HOV		Construction	✓ Final ORT
Westbound Improvement Project		Planning / Environmental			

Investments in Network Gaps

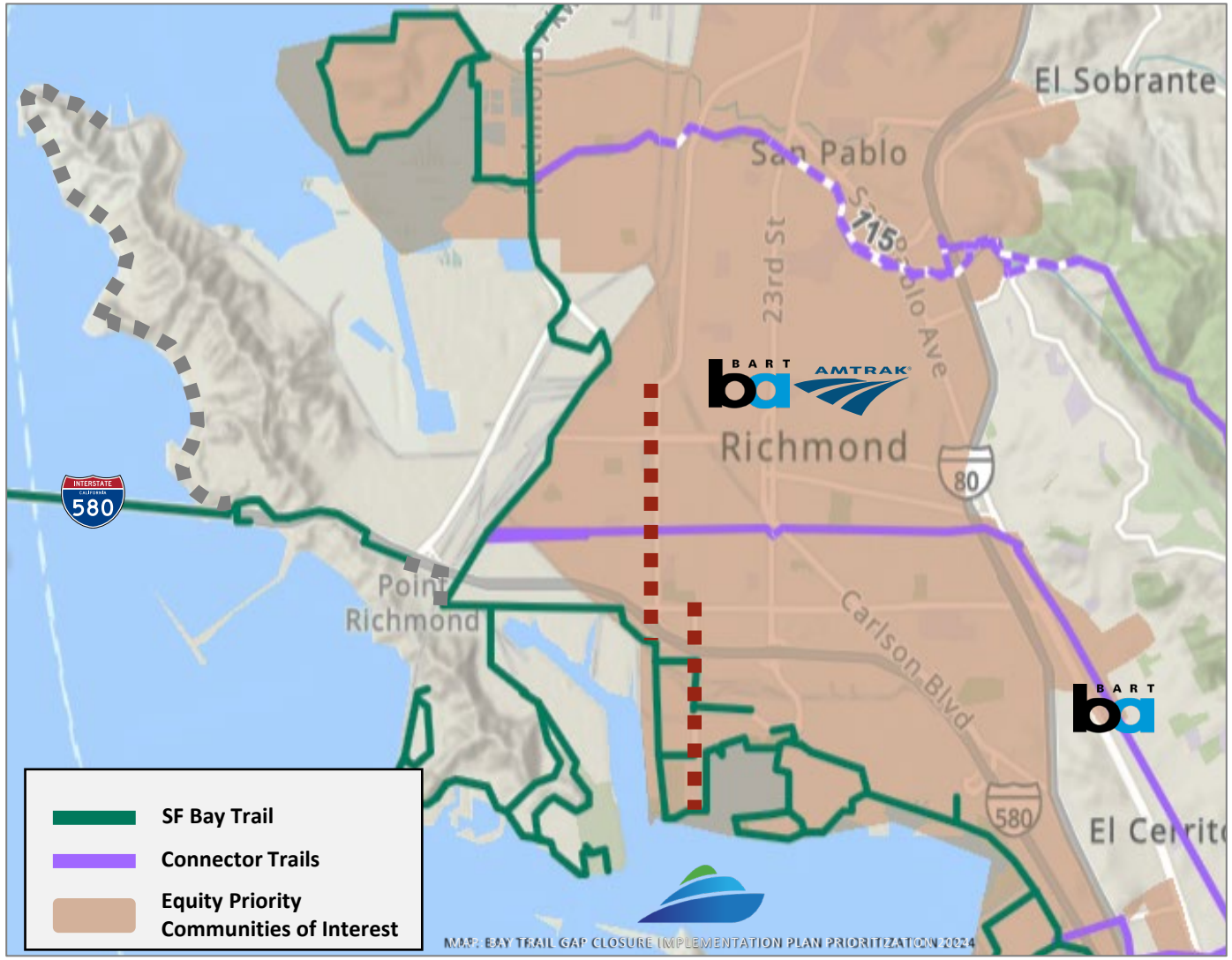


Pilot Investments ('18)
$32 M

MTC Actions ('23-'25)
$26 M
$47M total including other funding

Yellow represents funding for planning study on Sir Francis Drake Blvd.

Investments in Network Gaps



Pilot Investments
$32 M

Recent MTC Awards
$26 M
(Total $47M incl other funding)

Regional Measure 3
$10 M
(Pending application '26)

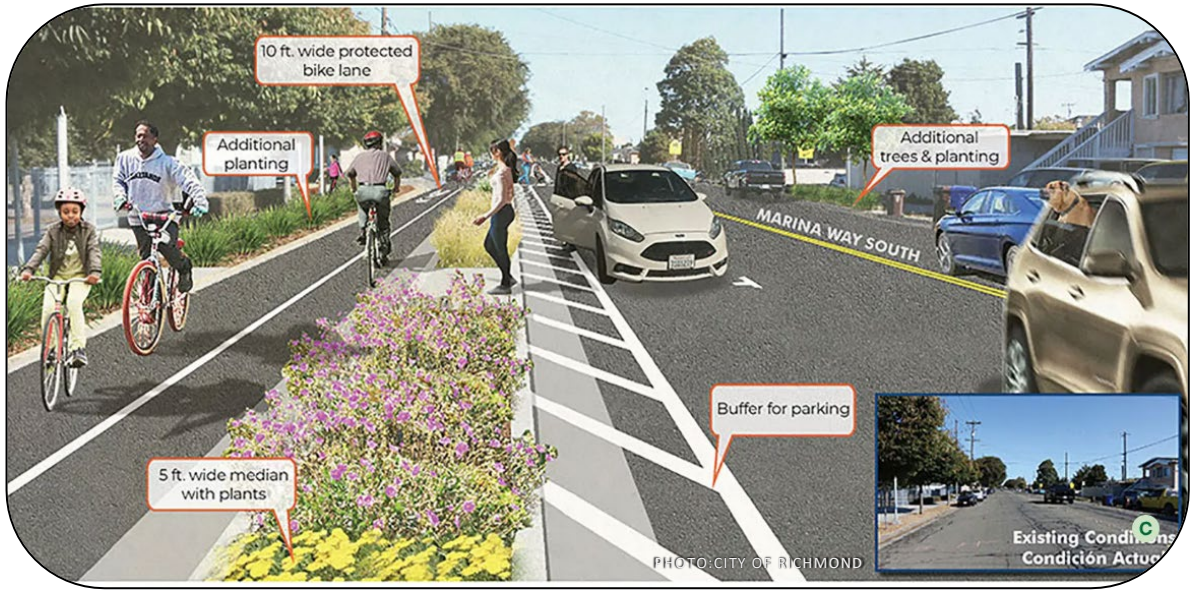
Additional Assistance:
Convene with partners to identify future funding opportunities

Projects Identified for RM3 Funding Commitment

1. **Richmond Wellness Trail (Phase II): 1.1 miles**
2. **Neighborhood Complete Streets Project: 1.7 miles**

Highlights:

- **Safe, Dedicated** bike facilities
- **Narrower** vehicle lanes
- **Connectivity** to local schools, businesses, jobs
- **Enhanced Access** for 26K community members and to transit



Summary: Improving Access, Travel & Safety

Proposal Advances Long-Term Solution

- Informs development of Westbound Improvement Project carpool and public access elements
- Improves understanding of the barrier's impact on bridge operations and incident response

Immediate Benefits: Closes Network Gaps

- Funds path connections in Richmond for community travelers and those accessing Bridge path or shuttle, Bay Trail and shoreline
- Assists with identifying future funding opportunities for paths
- Maintains access on the bridge via free, modern bike shuttle

Future Benefits:

- Improves travel options and bus/carpool reliability
- Provides long-term access solution
- Reduces travel times for commuters through the Westbound Improvement Project


Thank You
BAY AREA TOLL AUTHORITY