



RICHMOND-SAN RAFAEL FORWARD

WCCTAC Board Meeting

September 17, 2021

RICHMOND SAN RAFAEL FORWARD GOALS

**Move More People
in Fewer Vehicles**

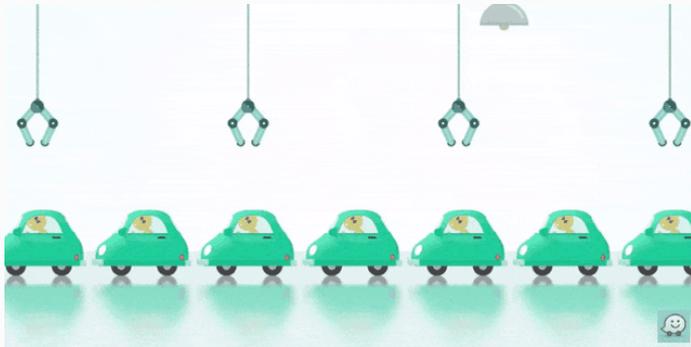


Image Source: Waze Carpool (undated)

**Mode
Shift**

**Support Bike
Commute Trips**



Image Source: Cycling Action Network (2015)

RICHMOND-SAN RAFAEL (RSR) FORWARD

(2020-2024)

E-BIKE COMMUTE PROGRAM

Rebates and Incentives



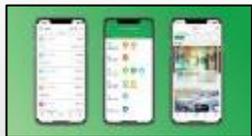
RSR RIDES

Rides on Bridge led by local organizations and retailers



REWARDS

Miles App for Green Trips



E-BIKE SHARE

First/Last Mile Connections



QUICK BUILD BIKE ACCESS IMPROVEMENTS

Signing & Striping



COMMUTE MANAGEMENT TECHNOLOGY PLATFORM

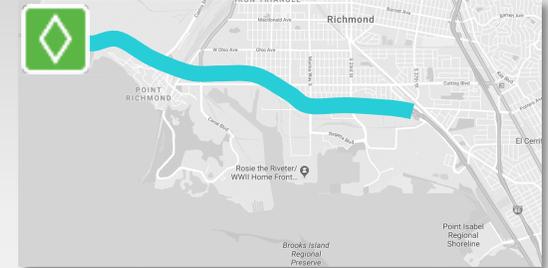
Inform & Support Employer TDM



OPEN ROAD TOLLING



I-580 WB HOV LANE

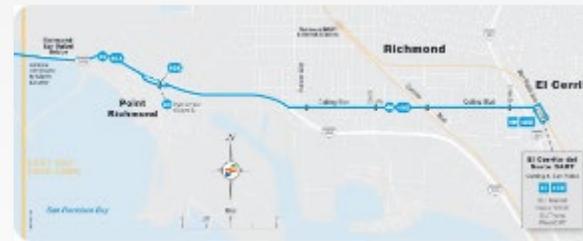


RICHMOND PKWY INTERCHANGE DESIGN ALTERNATIVE ASSESSMENT

Improvements TBD based on Design Alternatives Assessment

INCREASE TRANSIT FREQUENCY

Increase frequency of GGT Transbay Route 40X



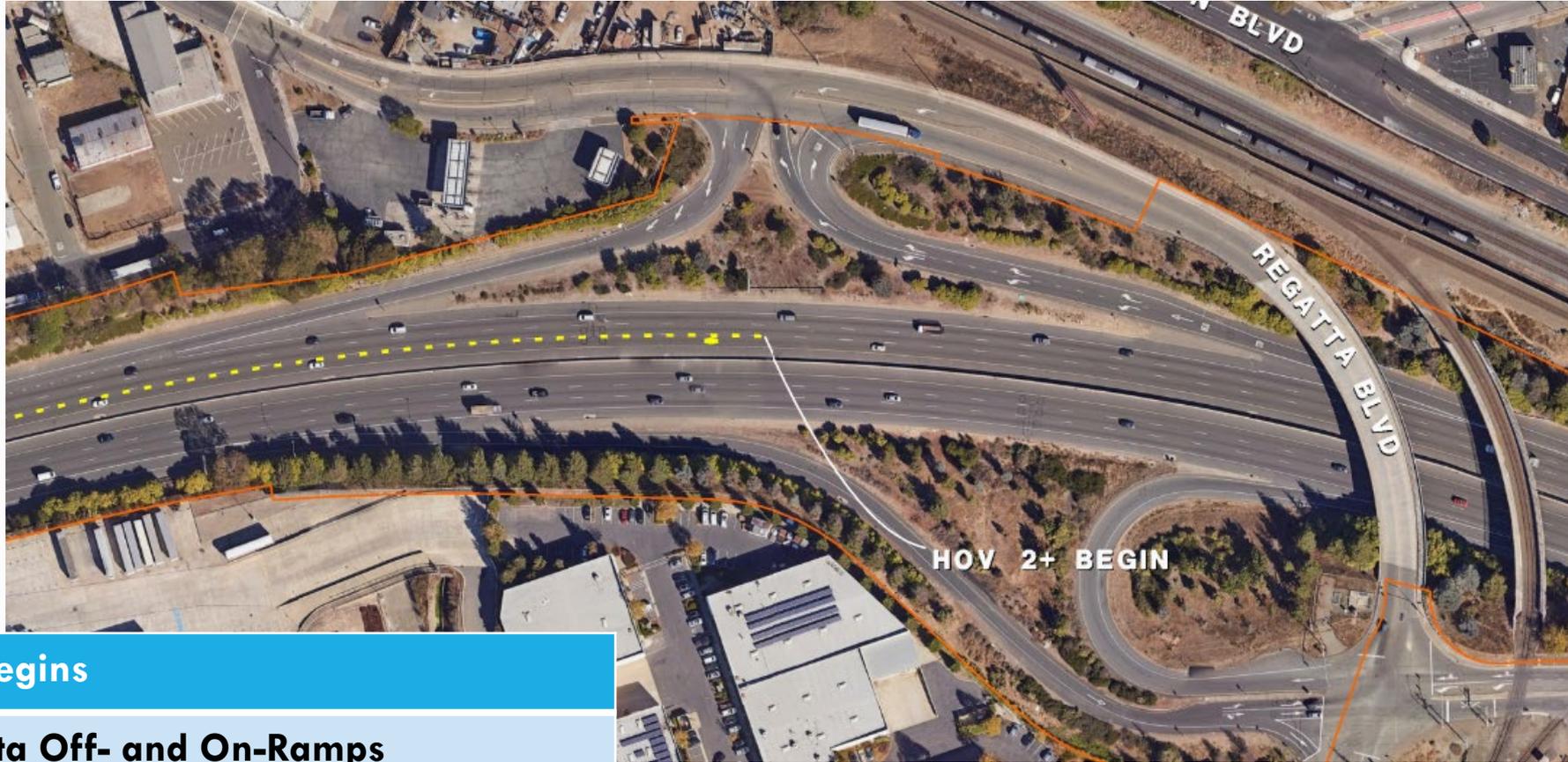
BIKE GAP CLOSURES/IMPROVEMENTS



PURPOSE AND NEED

- Improve safety by eliminating the need to pass through the existing toll plaza
- Improve operational efficiency by upgrading the existing toll infrastructure to accommodate the future BATA system-wide upgrade on the toll collection system
- Promote mode shift by providing travel time savings for carpooling and transit users
- Reduce Vehicle Miles Traveled (VMT) and corresponding greenhouse gas emissions

LANE START



HOV2+ Lane Begins

Between Regatta Off- and On-Ramps

- Avoids potential bottleneck at Regatta Blvd Exit
- Regatta Blvd on-ramp becomes auxiliary lane to Marina Bay Pkwy

HOV 2+ ENDS



HOV2+ Lane Ends

At Marine Street

- Approximately 1/2 mile before Toll Gantry
- Allows vehicle distribution prior to tolling

OPEN ROAD TOLLING – FINAL CONDITION

HOV3+

- **HOV3+ Lane** HOV3+ lane opens on left for vehicles to obtain HOV discount.
- Stenmark Dr on-ramp realigned to enter freeway and merge with Lane #4



COST ESTIMATE AND FUNDING

» Costs

» Total Cost = \$26M

» Preliminary Engineering, Environmental, Final Design = \$4M

» Construction Phase = \$22M

» Funding

» Available Funds = \$19M

» From BATA Toll Rehab

» Funding Need = \$7M

SCHEDULE

2020	2021	2022	2023	2024
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COMBINED PA/ED, FINAL DESIGN &
DEER

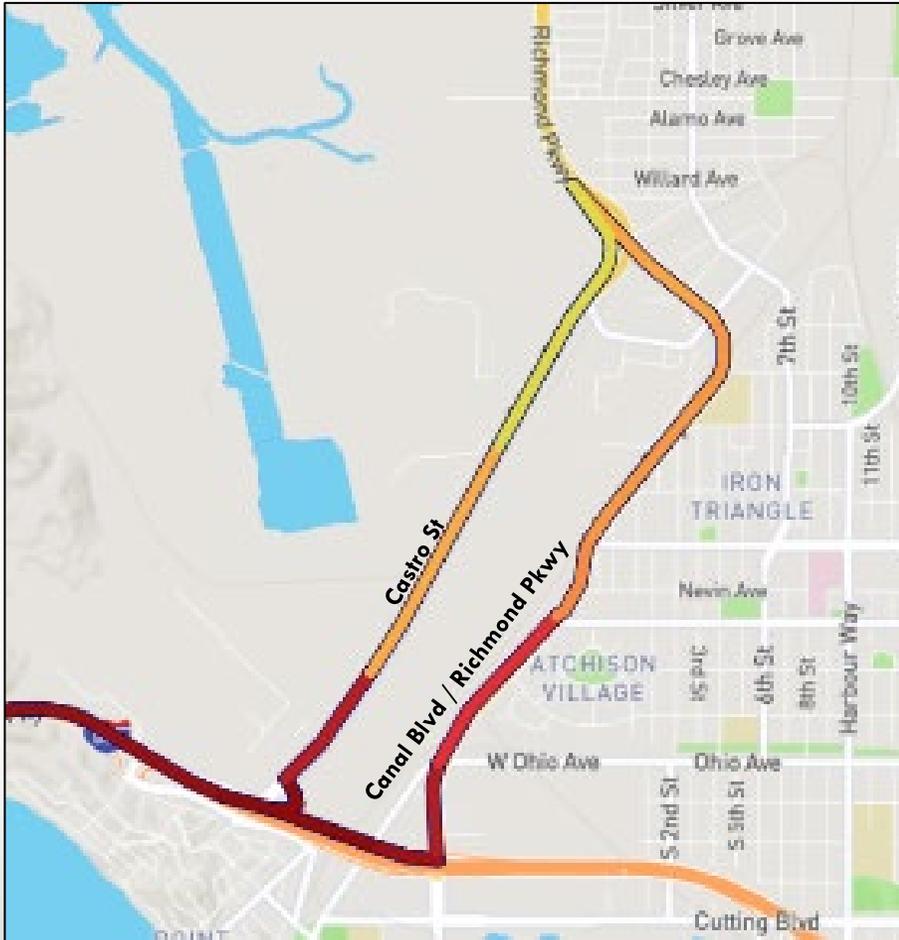
ADVERTISE &
CONSTRUCTION

AET

PORT SYSTEM INTEGRATOR

Anticipated Env Document is CEQA CE/ NEPA CE

Richmond Parkway Interchange Design Alternatives Assessment (DAA)



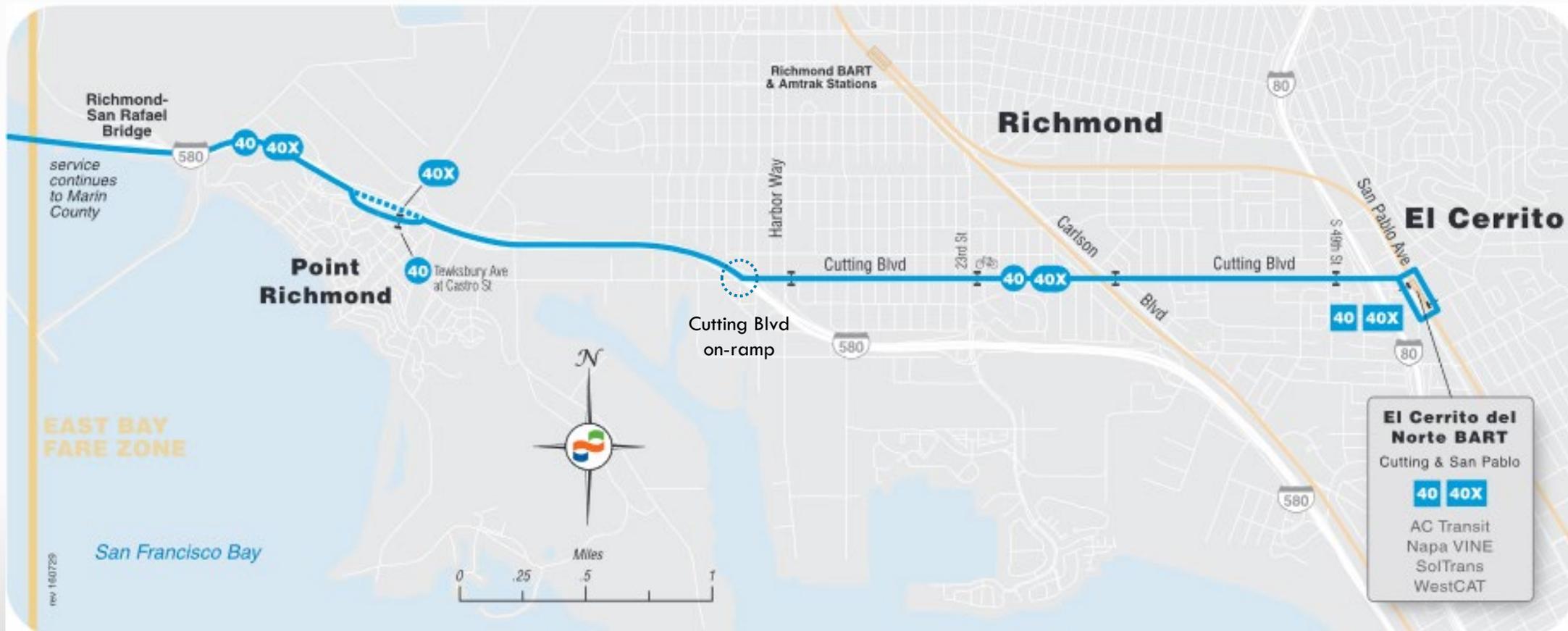
- **Address queuing on local streets approaching the Interchange**
- **Alternatives at Castro St / Westbound (WB) loop on-ramp**
 - Increase storage capacity at Castro St. and the receiving lane at the on-ramp.

RICHMOND PARKWAY INTERCHANGE DAA

- Capital Outlay Costs – Approximately \$1M
- Likely Encroachment Permit Project
- Design – One Year
- Construction – 6-12 months

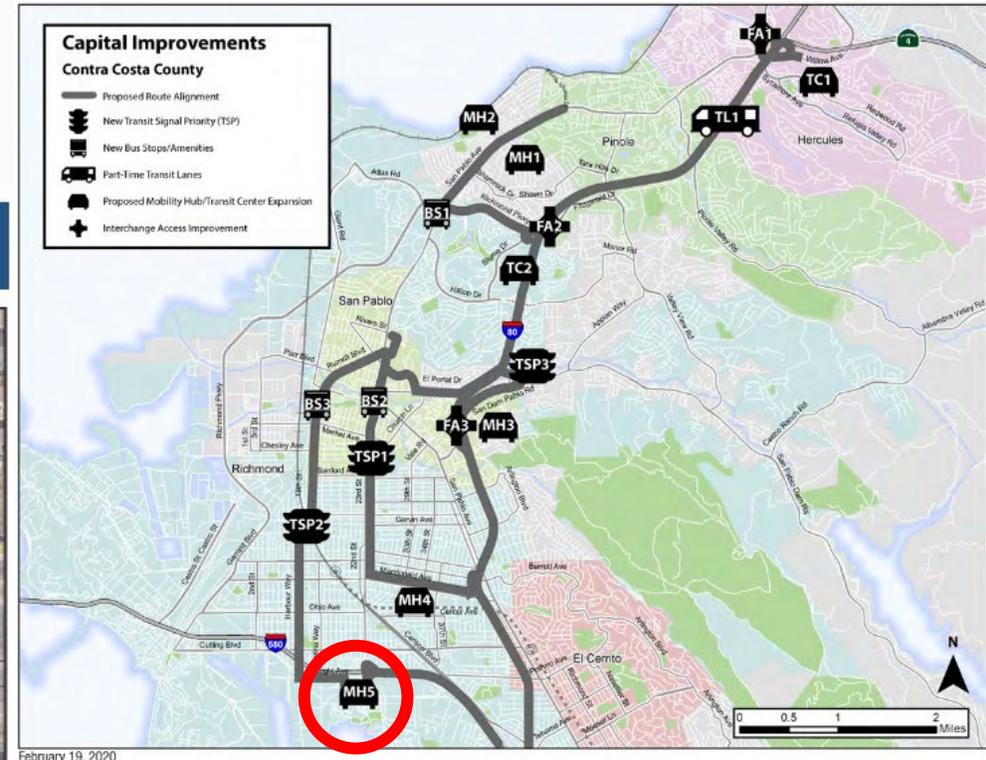
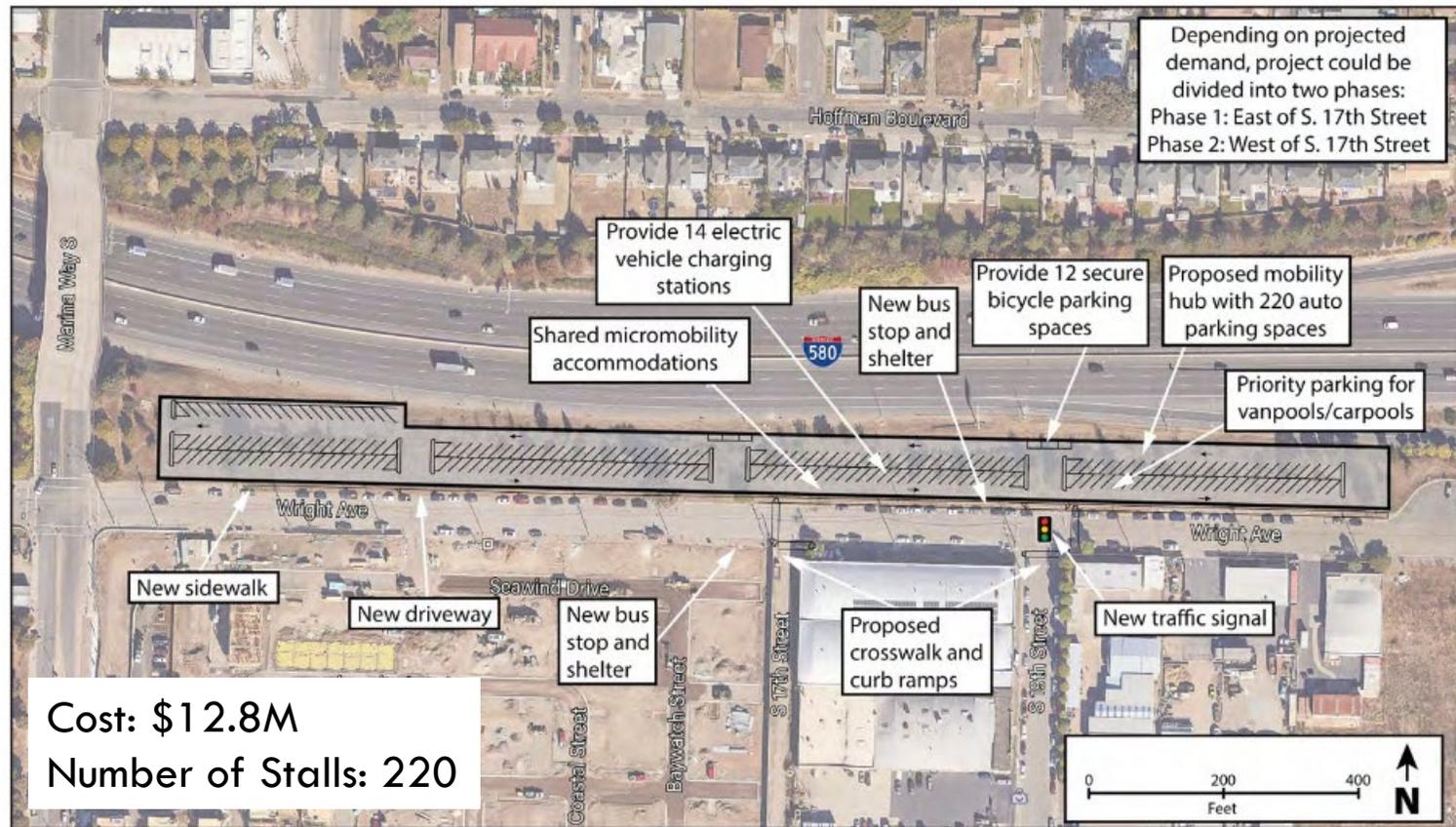
PROVIDE TRANSIT PRIORITY FOR GOLDEN GATE TRANSIT TRANSBAY ROUTE 40X

Increase service frequency from two to four trips an hour during the peak



MOBILITY HUB/PARK AND RIDE OPPORTUNITIES

MH5: Wright Avenue Mobility Hub



TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

MTC SHIFT

- Grant program to equip selected employers with Commute Management Platform



511 Contra Costa Incentives

- Buy one get one transit passes

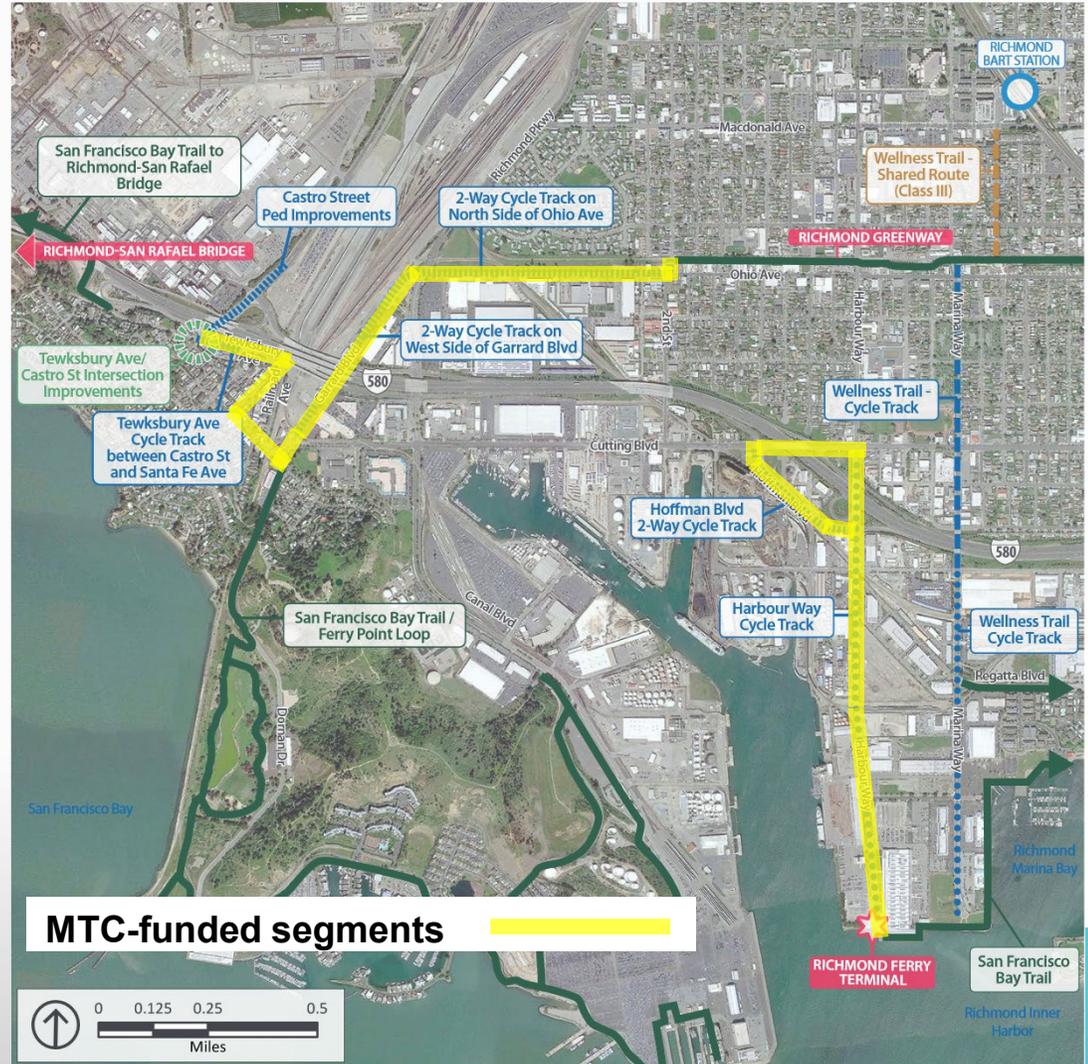


- Miles App Rewards



RSR FORWARD COMPLETE STREETS INVESTMENTS

➤ Richmond



RSR FORWARD BIKE STRATEGIES

E-Bike Incentives

- Provide e-bike incentives



RSR Rides

- Partner with CBOs and local retailers to lead rides across the bridge



Richmond Bikeshare

- Coordinated bikeshare station placement and Route 40/40x bus stops
- Pursue opportunities between Richmond bikeshare and future Marin bikeshare



THANK YOU

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