

Margaret Kettunen Zegart, 118 Highland Lane, Mill valley, ca 94941

September 9, 2016

Bay Conservation and Development Commission

RE: PermitApplication.1997.001.04 (Material Amendment) Richmond-San Rafael Bridge)

Dear Commissioners:

Please consider and evaluate these issues as you review this four year Richmond Bridge Pilot Project scheduled on your September 15 meeting

Is it wise to permit a stated, inflexible four hours five weekdays limit to this pilot project? There shall be increasing congestion on Highway 101 using three ramps of Marin access to the evening Richmond-San Rafael Bridge's commute. Increasing westbound traffic occurs as more middle and low income residents move to the East Bay although employed in Marin,, Sonoma and San Francisco counties. Drivers are adjusting by widening options for their travel times to correct a growing volume of traffic before 3:00 and after 7:30. Traffic congestion times vary, extending particularly on Fridays and on nights when additional travelers use Highway 5 to connect with afternoon and evening engagements, sports events and vacation destinations. Now Friday traffic slows hours earlier and extends later, occurring in a wider time period and shifts from the considered peak commute time frame of 3:30 p.m. and 7:30 p.m. when an average daily loss totals 2,040 hours on Highway 101 between Tamalpais Drive, Corte Madera and Sir Frances Drake, Larkspur. Here there is a challenging three way exit to west, north 101 east, for Larkspur Landing Shopping Center, ferry terminal, Richmond-San Rafael Bridge and Highway 5. Caltrans has not resolved this 101 problem 3-way interchange. Also here and on 101 at Manzanits and Marin City, high tide and storm flooding now adversely impacts traffic flow. Climate Change already accelerates traffic problems on 101 and the bridge.

Ongoing evaluation of adaptive driver variations and 101 circulation changes require the option to adjust or expand the parameters of the pilot project's hours or days.

Does the McAteer-Petris Act permit a vehicle maintenance and breakdown shoulder permanent 24 hour storage lane? This ongoing "mini-corporation yard" use on the originally designed traffic third lane appears as an unique bridge non-water related use in 1978 when there was minimal traffic on the Richmond-San Rafael Bridge.

Are not maximum public views of the Bay obscured for eastbound passengers on vehicles using adjacent lanes to the closed third lane occupied for vehicle maintenance and breakdown shoulder repair? Should the Study include this use and lane shifts disruption?

Is there not a significant environmental non-point pollution problem from equipment use and maintenance over the Bay water?

Should there not be enforced compliance with the the McAteer-Petris Act to continue the Class bi-directional bicycle, pedestrian and wheel chair accessible path rather than a return to the present westbound three upper level lanes after the pilot project study? This may include accessalternatives such as frequent free van service on both bridge levels.

Current analysis of bi-directional safety and travel times vehicles totals and time to cross the Bridge between 3:30 p.m. and 7:30 p.m. (or adjusted hours) and an objective materials cost, safety risks and extra personnel costs and lost time in a valid analysis for a pilot project that frees lower level eastbound travel only twenty hours a week. Caltrans should include convenience personnel and vehicle maintenance equipment costs and their estimated benefit savings from an offsite area. Ideally, during the pilot project there should be a high travel period of a month with no third closure eastbound lane. Then community representative could record twenty days “transition costs? which may be within the \$c0 million for the third lane.Caltrans’ input data and objectify the Richmond-San Rafael Bridge pilot project outcome: **“During or after the close of the four year pilot period, Calrans would either make the proposed changes permanent, modify the project to address operational of safety issues or convert the bridge to its pre-period project condition.”>**

The September 7 *Marin Independent Journal* Marin Supervisor Steve Kinsey, commissioner and former chair of the Metropolitan Transportation Commission (MTC) notes “an extraordinary level of collaboration between federal. State, regional and local agencies on both ends of the [San Rafael and Richmond] bridge in order to get the lane open a year ahead of time”, and MTC estimates, beginning as soon as October, “one year of work to reopen the lane.” The upper level west bound traffic lanes will be adjusted to include a bike lane. ° Caltrans over the years has ignored the continued requested BCDC public access. Dianne Steinhauser,

However, the public may not aware that **“During or after the close of four year period, Caltrans would either make the proposed changes permanent, modify the project to address operational safety issues or convert the bridge to its pre-project condition.**

Thank you for discussing these issues and sincerely,

Margaret Kettunen Zegart

118 Highland Lane
Mill Valley, California 94949
415-383-2771