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November 5, 2024

Board of Directors
San Francisco Bay Conservation & Development Commission
375 Beale Street, Suite 510
San Francisco, CA 94105

Re: Support for proposed modifications of the Richmond-San Rafael Bridge Upper Deck pilot to convert the westbound shoulder lane from a 24/7 multi-use path to an emergency lane Monday through Thursday

Dear Chair Wasserman and Commissioners,

On behalf of the Marin County Board of Supervisors, I write in support of the current proposal to extend the current Richmond-San Rafael Bridge Upper Deck pilot to convert the westbound shoulder lane from a 24/7 multi-use path to a part-time emergency lane Monday through Thursday.

Our Board is appreciative that regional agencies continue to prioritize the urgency of addressing traffic congestion on the Richmond-San Rafael Bridge. This bridge is a vital transportation corridor, carrying nearly 80,000 vehicles per day, and serves as a key commute corridor for thousands of workers, including teachers, healthcare professionals, government employees, and construction workers. The viability of the East Bay-Marín County commute over this bridge is crucial to our local economy.

The traffic congestion experienced on the bridge during the westbound morning commute not only detracts from the personal lives and well-being of many commuters serving our community, but also increased fuel consumption from traffic delays and congestion worsens environmental degradation and greenhouse gas emissions, leading to poorer air quality and contributing to climate change.

We recognize that the long-term solution to commute traffic is 1) significant transportation infrastructure improvements on both sides of the bridge and 2) more affordable, workforce housing in Marin County. To those ends, our Board supports MTC's Richmond-San Rafael (RSR) Forward initiative, which offers a comprehensive set of strategies to alleviate congestion on local streets on the Richmond side of the bridge. Additionally, Marin's state-approved Housing Element identifies sites for more than 5,200 possible residences over the next 8 years to ensure the County's affordable housing goals are met, and our Board continues to make significant investments in affordable housing preservation and production throughout Marin.

However, the current proposal presents an important short-term opportunity to potentially improve commute traffic for those traveling from Contra Costa County to Marin daily. The current barrier-separated multi-use path on the upper deck of the Richmond San Rafael bridge opened in November 2019 as a multi-year pilot, and has provided important, safe transbay bicycle/pedestrian crossing between Marin and Contra Costa. However, its impact on vehicle commute traffic has been mixed. The multi-use path is used significantly more frequently on weekends than weekdays (360 cycle trips per day vs. 140 per day on weekdays, for both directions) and most bike/ped trips (85%) are for recreation or exercise. While data shows that westbound morning congestion has **not**

increased, it does show a 33% increase in traffic incidents during AM weekday commute and thus greater variability in commute time, compared to before the multi-use path was installed.

We understand that your Commission will consider a proposal approved by the Bay Area Toll Authority (BATA) Commissioners in May 2024 to extend the upper deck pilot with modifications: to move the barrier weekly to allow for an emergency shoulder (breakdown lane) Monday to Thursday, and allow for the multi-use path Thursday to Sunday. A bike shuttle would be available to cyclists and pedestrians to cross the bridge during days when the path is not open.

In consideration of the overall potential impacts to Marin and east bay residents and commuters, as well as multi-use path users, our Board urges your **support** of this proposed modified pilot for the following reasons:

1. The multi-use path is being used. However, nearly **twice as many cyclists use it during weekends compared to weekdays**. The proposed Monday-Thursday breakdown lane allows cyclists and pedestrians continued access to the path during the highest-use days, and a bike shuttle will ensure cyclists can continue to cross the bridge when the multi-use path is closed.
2. **Marin employers** have conveyed that increased delays associated with traffic incidents significantly **affect recruitment and retention**. While the multi-use path and barrier installation has not resulted in an increase in overall travel time during peak AM commute, it has resulted in more traffic incidents and thus greater variability in the morning commute time. Those who work in-person jobs with relatively inflexible schedules (teachers, healthcare professionals, public safety) are affected the most by long, unpredictable delays due to incidents.
3. Currently, the lack of an emergency lane means **significant delays for emergency personnel to reach an incident**. Moving the barrier during peak AM commute would not only reduce the resulting delay (since two lanes could remain open) – but would also allow medical or fire personnel to utilize the lane to reach an incident faster.
4. Data from the upper deck modified pilot will **inform long-term decisions** as to whether a breakdown lane has a meaningful impact on reducing the variability of travel times during the peak AM commute.
5. The modified pilot will also allow MTC staff to **evaluate the feasibility** and potential impacts of using the shoulder on the upper deck for an **HOV/carpool lane**. This is expected to provide more information for future options to make use of the limited lane resources on the bridge.

We thank you for your consideration of these points as you deliberate options for this important transportation corridor, and we look forward to continuing our partnership in addressing regional transportation challenges.

Sincerely,



Dennis Rodoni
President, Marin County Board of Supervisors

Cc: Marin County Board of Supervisors
State Senator Mike McGuire
Assemblymember Damon Connolly

From: [Lucas Paz](#)
To: [BCDC PublicComment](#)
Subject: Public Comment - 1/16/25 Commission Meeting - Item 8
Date: Tuesday, January 14, 2025 6:01:59 PM

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Dear BCDC Commissioners,

I am a resident of East Richmond Heights and I ride my bicycle on the Richmond Bridge bike path on average 3 to 4 times per week. Ever since the bike path was constructed four years ago it has served me and many of my fellow cyclists as an excellent access route to Marin and to all coastal areas, including San Francisco. I believe it would be a horrible step backward to restrict access for bikes to only Friday, Saturday and Sunday.

My understanding is that previous traffic studies that have been done show that average travel times for cars across the bridge before and after the bike path was installed are basically the same. The currently proposed project does not add an additional lane of traffic and the reality is that at the western end of the bridge there are only two lanes and actually only one lane going towards San Francisco, which is where the real bottleneck for cars is.

Please keep bicycle and pedestrian access open to the Richmond Bridge bike path seven days a week. Given our current climate crisis, we need to strongly support sustainable non polluting modes of transportation, and ensure that the greater San Francisco Bay Trail system remains open on all days. Let's move forward in the right direction and not go backwards. Thank you!

Sincerely,

Lucas W. Paz, Ph.D.
6818 Del Monte Ave.
Richmond, CA 94805

From: [Mark Seedall](#)
To: [BCDC PublicComment](#); [Pan, Katharine@BCDC](#)
Subject: Public Comment - 1/16/25 Commission Meeting - Item 8
Date: Tuesday, January 14, 2025 6:44:29 PM

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As a long term resident of Alameda and Contra Costa County and an avid cyclist I am dismayed to learn that the MTC is proposing to close the Richmond San Rafael Bridge Bike/Pedestrian Path during weekdays. This makes no sense and is inconsistent with the Bay Conservation Development District (BCDC) mandate to support recreational access to the shoreline of the San Francisco Bay.

EN6. Modernize and expand parks, trails and recreation facilities. Invest in quality parks, trails and open spaces that provide inclusive recreation opportunities for people of all backgrounds, abilities and ages to enjoy. Cost: \$30 billion 2050 Bay Plan

MTC prepared a report in 2023 that discusses the impacts of adding a pedestrian path/bike lane on the Richmond San Rafael Bridge since its inception in 2019. The report does not conclude that this critical new link for non motorized access across San Francisco Bay is increasing traffic congestion. The one area of this report that may be leading MTC to want to take away pedestrian and bicycle access during the week is a perception that average daily use of the path is lower during the weekdays than the weekends. Additionally, MTC may believe it will be more efficient to address accidents and stalls on the west bound lanes of the bridge during the week if the path is not in place and no traffic is allowed to use the open lane. The report does not make any recommendations for the long term to maintain the path past the 4 year pilot period. It is unclear what analysis that MTC is using to support closing the path during the week?

I am a member of the Grizzly Peak Cyclists, a member of the Marin Cyclists and the San Francisco Randonneurs whose members regularly use the bike/pedestrian path on the Richmond San Rafael Bridge. Within just these three cycling clubs there are over 2,000 members that use the bike/pedestrian path on the Richmond San Rafael Bridge. Shutting down the path during certain periods is a misunderstood concept since so many people would be limited in any decision they might make to use the bridge.

If the BCDC decides to restrict public access during the week to the Richmond San Rafael Bridge it is important that some consideration be made to compensate for the loss of this critical piece of the San Francisco Bay Trail. Caltrans could provide bike shuttles during the weekdays like they do for the San Francisco Bay Bridge. The path should also be open on any weekday holidays at all times. The list of holidays should be expansive to be inclusive to all.

The 2023 Report prepared by the MTC does not support any change to the current pedestrian/bike path on the Richmond San Rafael Bridge.

I would also ask that as members of the BCDC that you vote to oppose this planned reduction in pedestrian and bicycle access within and along the shoreline of San Francisco Bay.

Mark Seedall
Oakland, CA
94618
510 388 5282

From: [Melanie](#)
To: [BCDC PublicComment](#)
Subject: Remove the bike lane
Date: Tuesday, January 14, 2025 6:32:14 PM

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Not quite sure why your organization is holding up the removal of the bike lane on the Richmond bridge. This \$36 million travesty should never have been approved in the first place. It is an elitist solution for hobbyists. There is no other Hobby in the entire state that sucks up as much money as bicycle riders. It is not appropriate to continue to hinder 36,000 cars a day, so that 60 elitists can pedal across the bridge. If you give a damn about the environment you will immediately vote to get rid of this lane. The amount of emission that is lost into the atmosphere every day by idling cars is disgusting. Continuing to have this lane is an environmental disgrace, your vote should be 100% removal. The bicycle lobby are selfish, elite hobbyist, hiding behind a phony environmental flag. The bay is far worse off with this lane holding up traffic every day.
Melanie

STATE CAPITOL
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FAX (916) 319-2112



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JUDICIARY
NATURAL RESOURCES

BUDGET SUBCOMMITTEE NO. 4 ON
CLIMATE CRISIS, RESOURCES,
ENERGY, AND TRANSPORTATION

JOINT COMMITTEES
CHAIR: FAIRS ALLOCATION AND
CLASSIFICATION
VICE CHAIR: LEGISLATIVE COMMITTEE
ON CLIMATE CHANGE POLICIES

January 9, 2025

San Francisco Bay Conservation & Development Commission
375 Beale Street, Suite 510
San Francisco, CA 94105

RE: Richmond San Rafael Bridge Bike Lane Proposal

Dear San Francisco Bay Conservation and Development Commissioners,

I am writing to respectfully convey my support for the Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority moving forward with their decision to close the Richmond San-Rafael Bridge bike lane during the weekdays of Monday through Thursday and create a safety pull-over lane to allow for improved flow of traffic for commuters.

In 2023, I authored Assembly Bill (AB) 1464, which sought to address the severe traffic congestion on the Richmond San-Rafael Bridge. The bill directed the Bay Area Toll Authority (BATA) and the California Department of Transportation (Caltrans) to consider reopening the third westbound lane on the Richmond-San Rafael Bridge to passenger vehicles in a manner that accounts for expanding multimodal transportation, preserving pathways for bicyclists, and reducing localized greenhouse gas emissions. While this bill did not pass, I believe the proposal from MTC and BATA to create a Phase 1 pull over lane and a Phase 2 HOV and carpool lane is aligned with the intent of AB 1464 and the goal to reduce traffic congestion and pollution on the Richmond-San Rafael Bridge.

As the San Francisco Bay Conservation and Development Commission explores this item at your upcoming workshop on January 16th, I respectfully lend my support for the proposal developed by MTC and BATA, which I believe will reduce traffic congestion and lower commute times for workers like teachers, nurses, builders, public employees and others who utilize the Richmond-San Rafael Bridge to come to the North Bay.

Sincerely,

A handwritten signature in blue ink, appearing to read "Damon Connolly", is written over a faint, stylized blue line that resembles a signature or a decorative flourish.

Damon Connolly
Assemblymember, 12th District

From: Brian McCarthy <brianmcarthy1@gmail.com>
Sent: Wednesday, January 15, 2025 9:27 AM
To: Gervase, Rylan@BCDC <rylan.gervase@bcdc.ca.gov>
Subject: San Rafael bridge

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Ridiculous bike path needs to be ended completely. Very few bikes cross but thousands inconvenienced and stopped traffic spewing pollution. All multiplied when a car breaks down in bridge. It was supposed to be a two year test? That time has come and gone but bcdc or NTA just drag their feet. It's wrong that a very few hurt everyone. Get rid of the bike path permanently.

From: [Carolyn Shadan](#)
To: Reception@BCDC
Subject: Richmond San Rafael Bike Lane
Date: Wednesday, January 15, 2025 1:06:52 PM

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I could not attend the workshop but would like to comment on the plans for the bike lane. I drive this bridge in a reverse commute direction and rarely see a biker or pedestrian using this lane. Meanwhile, the back up starts before 6 am on the Richmond side. Another common experience is the traffic back up when a car breaks down.

The plans to open the lane only for emergencies is not fair. Having so many cars stuck on the Richmond side of the bridge, polluting Richmond is not environmentally sound. You built it, the bike lane, but they did not come. A shuttle seems like a good idea for the vocal bike community, who want so much they do not use.

The time frame from Sunday 12 to Thursday at 2, does not take into account the increased traffic on Fridays due to increased home construction on Fridays. A fact in Marin towns due to Inspectors having the day off on Fridays.

I cannot understand why your agency is ignoring the public while only listening to the bike coalition. This is really shameful and a misuse of public monies to build and maintain a bike lane that is not used.

Please stop listening to the bike community and consider the drivers from the east bay. We have seen the patterns so no new studies are needed.

Carolyn Shadan

Sent from my iPhone

From: [Cyndy Johnsen](#)
To: [BCDC PublicComment](#)
Cc: [board](#)
Subject: Agenda Item #8: Commissioner Workshop on Richmond-San Rafael Bridge
Date: Wednesday, January 15, 2025 5:54:42 PM
Attachments: [1-16-2025 BCDC RSR Bridge Path Access.pdf](#)

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Dear Commissioners,

Please see our comment letter (attached) regarding the RSR Bridge path in advance of your meeting on Thursday, January 16.

Kind regards,

Bike Walk Alameda Board



Board of Directors

January 15, 2025

Denyse Trepanier
President

RE: [Agenda Item #8: Commissioner Workshop on Richmond-San Rafael Bridge](#)

Brian Fowler
Treasurer

Dear Commissioners,

Tim Beloney
Secretary

We are writing to express our organization's support for keeping the westbound upper deck path on the Richmond-San Rafael Bridge open 24 hours a day, seven days a week.

Cyndy Johnsen
Board Member

Bike access across this bridge and the recent infrastructure improvements on the Marin side have enabled Alamedans to safely venture to the North Bay without driving. Many of us are just now discovering the bike-friendly [SMART train service, the SMART path \(and the Great Redwood Trail\)](#), and the touring opportunities they afford even further north. Scaling back on bridge access now would discourage the forward momentum of this greener, more climate-friendly type of touring that we so enjoy, and that will benefit local communities through tourism for many years to come.

Maria Piper
Board Member

Lucy Gigli
Founder, non-voting

Thank you for your consideration.

Bike Walk Alameda Board

From: [David Kriozere](#)
To: [BCDC PublicComment](#)
Subject: 1/16/25 1pm Item 8 - Commissioner Workshop on Richmond-San Rafael Bridge
Date: Wednesday, January 15, 2025 5:37:05 PM

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Dear Commissioners,

I am in receipt of the 1/15/25 Marin Independent Journal article titled "Bay Agency Seeks Views on Bike Lane Experiment."

1) Statistics - The article cites usage statistics as "The path averages about 140 bicycle trips a day on weekdays and 360 trips a day on weekends, according to MTC. By comparison, the bridge serves around 35,000 drivers a day."

2) Positions - The North Bay Leadership Council states "These sometimes unpredictable commute times can make employees late to work, and incur loss of wages." In contrast, the Marin County Bicycle Coalition states "MCBC remains committed to maintaining a 24/7 multiuse pathway on the bridge and we hope that BCDC will take seriously their mandate of providing maximum feasible public access to the San Francisco Bay."

3) Context - Can you please provide context on the demographics, incomes, home ownership, commute patterns, psychographics and/or any other data on the constituents who the North Bay Leadership Council and Marin County Bicycle Coalition represent? What are the proportion of drivers and cyclists who are using the bridge for commuting vs recreational purposes?

4) Basis - Please help me understand the objective and subjective criteria you will use as a basis for policy decisions on this issue?

5) Recommendation - Unless there is a clear basis coming from the statistics and context above, it would seem the ratio of 250-to-1 (35,000/140) argues strongly for North Bay Leadership Council's position. This is especially due to their logic being built upon commuting by workforce population such as care providers, educators and public safety workers who are coming to Marin to provide help and support to residents).

Sincerely,
David Kriozere

From: [Eris Weaver](#)
To: [BCDC PublicComment](#)
Cc: Pan_Katharine@BCDC
Subject: Agenda Item 8: Commissioner Workshop on Richmond-San Rafael Bridge
Date: Wednesday, January 15, 2025 3:44:30 PM
Attachments: [image001.png](#)

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Dear Commissioners:

The Richmond-San Rafael Bridge bike path is an important active transportation connection between the North Bay and the East Bay. I've ridden it several times for both work and leisure, sometimes combining it with a ride on SMART train ride. The trip is not much longer than driving during rush hour, but is far more pleasant – and it's satisfying to know that I'm contributing to climate change!

There currently aren't reasonable alternatives to cross from the North to the East Bay without a car – buses across the bridge are few and far between. Also riders can't count on the buses to have enough space for their bikes.

Last year, opponents of the pathway claimed that it was increasing pollution and should be turned into another motor vehicle lane. When that didn't work, they turned to the current proposal: to make it a breakdown lane during the week and only allow cyclists and pedestrians to use it on weekends.

Research has shown over and over that adding lanes does not reduce congestion. The only thing that reduces congestion (too many cars) is to get people OUT of their cars by making other forms of transportation safer and more convenient. Caltrans and MTC have both adopted Complete Streets policies, which mandate consideration for ALL road users. Reducing bicycle and pedestrian access to the bridge completely contradicts their own policies.

BCDC's website states that your mission is to "protect and enhance San Francisco Bay and advances the Bay's responsible, productive, and equitable uses—for today and for generations to come—as we face a changing climate." Transportation – driven by our over-reliance on individual automobiles – is one of our greatest sources of the greenhouse gas emissions that cause climate change. If we're to ever meet our climate goals, we HAVE to stop this autocentric nonsense!

On behalf of the Sonoma County Bicycle Coalition, I urge you to make the pathway permanent.

Thank you for your consideration.

Eris Weaver



Eris Weaver, Executive Director
Sonoma County Bicycle Coalition
eris@bikesonoma.org
707-545-0153 office • 707-338-8589 cell
www.bikesonoma.org

From: [Peter Hensel](#)
To: [BCDC PublicComment](#)
Subject: End Underused Bike Lane Causing Motor Vehicle Backups
Date: Wednesday, January 15, 2025 11:47:39 AM

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Sent from my iPhone. From the beginning, taking away the westbound emergency lane on the San Rafael - Richmond Bridge was a ridiculous concession to the lobbying power of the bicycle coalition, a special interest group. Why should 140 cyclists (average daily trips during week) be allowed to hold 35,000 daily commuters hostage? Long Traffic Backups during vehicle accidents & breakdowns are not green planning . Cars westbound are forced into one-lane!

From: [STEVEN DORFMAN](#)
To: [BCDC PublicComment](#)
Subject: Public Comment - 1/16/25 Commission Meeting - Item 8
Date: Wednesday, January 15, 2025 9:01:05 PM

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To Whom It May Concern,

I am writing to urge you to keep open the bike path on the Richmond-San Rafael Bridge.

I am an avid cyclist and find it to be one of the most beautiful and safest bike paths in Northern California.

It is a crucial link for improving bike access in the Marin and San Francisco area.

Sincerely,

Steven Dorfman

From: [Reese Reese](#)
To: [BCDC PublicComment](#)
Subject: Public Comment - 1/16/25 Commission Meeting - Item 8
Date: Thursday, January 16, 2025 9:55:30 AM

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Hello,

I'm writing in favor of maintaining open access to the RSR bike path. I ride this path several times a month, often in the time frame that is being proposed for closer. As a tax paying citizen I believe infrastructure should support more than just cars. We should utilize the improvements made around the bridge access full time, not just when cars want to share, because this will diminish over time until the access is eliminated entirely.

Closing the bridge will stifle any growth potential for cycle and eBike development. We should be opening more alternative to cars, not reducing routes.

Thank you,

R. Reese
Oakland Resident

From: [Aidan Greenwald](#)
To: [BCDC PublicComment](#)
Subject: Keep the Richmond, San Rafael Bridge bike path.
Date: Thursday, January 16, 2025 9:25:14 AM

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Hello, I'm a resident of Marin County and I would like to express my strong disapproval of the proposal to remove the Richmond San Rafael bridge bike path.

Unfortunately, I cannot make the meeting today.

Thank you



January 16, 2025

Chair Wasserman and Commissioners
San Francisco Bay Conservation and Development Commission
375 Beale Street, Suite 510
San Francisco, CA 94105

Dear Chair Wasserman and Commissioners:

As you research and consider the Richmond-San Rafael bridge permit amendment in preparation to vote on in a later meeting, we write to request you support the permit amendment.

The current state of the Richmond-San Rafael bridge is the result of a pilot study. Despite the extensive delay in the next step of the process, the protected bike lane on the Westbound upper deck is a temporary pilot project originally intended for three years but instead has spanned over a five-year period. Throughout the duration of the study, thousands of Richmond commuters who drive the bridge daily report increased stop and go traffic and longer commute times. Additionally, vehicular incidents have increased in number and duration as illustrated by the California PATH result findings. These 18,000 commuters rely on the westbound upper deck for their morning journey, a vast majority (63%) being people of color. Among them, 69% do not hold a college degree, and 60% earn less than the Bay Area's median income. For these individuals, the bridge is essential, as remote work is rarely an option, and steep housing prices in Marin make living closer to their jobs unattainable.

Similarly, an analogous traffic situation occurred on the lower Eastbound deck which was solved in a similar matter as the proposed permit amendment. In response to community concerns of bridge traffic adversely impacting local streets in San Rafael and Larkspur, a \$74 million project was authorized to reopen the third lane of the lower deck and implement related improvements to the bridge. This initiative resulted in shorter commute times, a significant reduction in vehicular accidents and a safer overall experience. The significant reduction in stop-and-go traffic led to lower emissions of PM2.5 and brake dust.

Regardless of your current position on the issue, the permit amendment provides an opportunity to conduct research and gather data on bridge improvements that can allow you to adequately assess both datasets to come to an informed stance before a final decision. Balancing the interests of those who utilize the bridge via car and bicycle is attainable, I urge you to support the permit amendment proposal to truly allow an opportunity for such compromise.

Sincerely,

A handwritten signature in blue ink that reads 'Jim Wunderman'.

Jim Wunderman
President and CEO



January 15, 2025

Dear Commissioners,

I am writing to you on behalf of Dutra Materials. We operate the Richmond Quarry located at 961 Stenmark Drive and provide critical construction materials to projects throughout the East Bay and Marin County. In fact, one of our largest end users is Caltrans, as the Richmond Quarry produces asphalt materials for the highway projects in the area. Since the installation of the bike path on the RSR Bridge, we have noticed a significant disruption to our business during the morning commute hours. It has gotten to the point where our customers are driving longer distances to alternate sources to obtain their materials, because they cannot afford to have their trucks sitting in stopped traffic during the morning commute. The current bike path layout does not allow for optimal peak traffic times bridge capacity. Here are a few reasons why we believe the Caltrans proposal to open the third lane as an emergency lane (as a minimum change) to study its effectiveness, is a good idea.

1. Economic impacts:

- a. Business - Traffic delays related to the bridge are now priced into significant increases for all construction projects utilizing our materials including Caltrans projects. Reducing congestion by opening the third lane will reduce these delay times, resulting in more efficient use of trucking and labor on these construction projects.
- b. Commuter - According to an Oct 2023 article in the San Francisco Chronical, "MTC traffic counts show 40,000 drivers a day travel across the Richmond-San Rafael Bridge in the westbound direction, about 40% of them during the morning commute." That's 16,000 drivers during the morning commute. By opening the third lane, if travel times were reduced by a modest 5 minutes for these 16,000 commuters, in total, these commuters would save a combined 486,867 hours per year. If we also assume a modest \$30/hour for time, that's an economic impact of more than \$14 Million. The numbers are staggering and speak for themselves in support of opening the third lane. Commuting is stressful, bad for health and if you are able to help with a reduction of that magnitude, you should.

2. Health impacts:

- a. GHG and Criteria Air Pollutants: The simple fact is, vehicles idling for longer periods of time in and around high-risk neighborhoods, result in undue burden on these communities.

We are certain there are many more reasons for allowing Caltrans to move forward with this amendment, not the least of which is overall safety. We respectfully request you support the Caltrans proposal and move forward with this amendment.

We look forward to continuing our engagement with you throughout this process.

Sincerely,

Ross Campbell

From: [Sharon Guy](#)
To: [BCDC PublicComment](#)
Subject: 02/16/2025 Item 8 San Rafael Bridge.
Date: Thursday, January 16, 2025 10:36:06 AM

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Underused bike lanes.

I am a frequent user of the bridge & see commute traffic gridlock getting onto the bridge is a constant problem backing up both ways daily. When there's an accident, the problem is monumental.

As I sit waiting in traffic I rarely see a biker. Bike use is vastly underused compared to the thousands of people who commute daily for their necessary income and livelihood.

The Marin Bicycle Coalition is too powerful and has vast influence compared to the thousands of unrepresented voices of the commuters, many who are minimum wage hourly worker who cannot afford to live in Marin.

In addition, the weekend traffic getting back and forth across the bridge is also a huge problem. On a Sunday, the traffic can often be backed up almost to the Gilman Street, Emeryville exit on the east side of the bridge.

Shuttling bikes 7 days a week makes sense to me. The bridge was designed for auto transit and should be fully used for that and the economic impact...not for a five mile treat for recreational bikers.

Sharon Guy
Mill Valley
415-713-3334
Sharon Guy
415-713-3334

From: [Drew Levitt](#)
To: [BCDC PublicComment](#)
Subject: Public Comment - 2025-01-16 Commission Meeting - Item 8
Date: Thursday, January 16, 2025 9:49:35 AM

Some people who received this message don't often get email from drew.levitt@gmail.com. [Learn why this is important](#)

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Hi there,

I'm writing to provide comment on agenda item 8, Commissioner Workshop on Richmond-San Rafael Bridge (RSRB).

BATA, Caltrans, and MTC are asking BCDC to permit a reduction in the days and times when the existing bike/ped path on the RSRB is open. **BCDC must reject this request.**

BCDC's mandate is to provide the public with maximum feasible access to the Bay. The existing configuration, under which people on foot, on bikes, and in cars can access Bay resources on both sides of the bridge on all days and all times, is the configuration that provides maximum feasible access. Any reduction in bike/ped access, especially one taken in pursuit of purported vehicular travel time improvements that are at best dubious, represents a huge step backwards and directly contravenes BCDC's mandate and numerous regional policies, plans, and programs.

Although the above alone should be sufficient to establish that the requested permit modification is incompatible with BCDC's goals, I should also touch briefly on the purported car travel time improvements. The "logic" behind the proposed permit modification is twofold:

1. The bike/ped path results in a shorter car lane drop on the approach to the bridge deck, which in turn exacerbates car congestion approaching the bridge.
2. The bike/ped path is associated with more frequent "incidents" (i.e. car crashes) during the weekday AM peak period; these crashes in turn delay vehicles crossing the bridge.

The problems with these arguments are as follows:

1. The short lane drop is already planned to be eliminated as part of Open Road Tolling ([Richmond-San Rafael Forward](#)), which is the much more effective and reasonable countermeasure for car congestion on the approach to the RSRB.
2. The increase in car crash rates is confined to just a few hours per week, while the requested permit modification would eliminate bike/ped access during times that currently account for almost 40% of weekly bike/ped trips - and would require millions of dollars in ongoing operating costs. This is obviously disproportionate. It is also fundamentally unreasonable to penalize non-vehicular bridge users for the poor behavior of vehicular bridge users. I have driven across the RSRB many times and have yet to crash, because I exercise due care while driving. Note also that autonomous vehicles, which are much less prone to freeway crashes than human drivers, are likely to become increasingly common in the near to medium term, which may well solve this problem outright.

Finally, I will note that BCDC's mandate to conserve Bay resources should (and seemingly does) encompass considerations of climate change, not only project-level resiliency countermeasures but also doing what we can to reduce greenhouse gas emissions in the first place. The requested permit modification would have exactly the opposite effect, yet again making it as easy as possible to drive while making it more difficult (in this case, actually, impossible: removing the RSRB path increases the one-way distance from central Richmond to downtown San Rafael from 12 miles to a completely unmanageable 85 miles) to travel by low-carbon, non-auto modes. It is frankly appalling that we are yet again considering sacrificing all other goods and objectives at the altar of car convenience, and if we do so yet again, the irreplaceable resources of the Bay will pay the price.

Thank you for considering my comment.

Sincerely,
- Drew Levitt
Oakland, CA

--

Drew Levitt
drew.levitt@gmail.com
+1 775 553 8488
Pronouns: he/him/his

From: Ron McRobbie
To: mary.sackett@maincounty.gov
Cc: assemblymember.connolly@outreach.assembly.ca.gov, spotswood@comcast.net, slopez@bayareanewsgroup.com, slopes@bayareanewsgroup.com, sustainablearrafael@sustainablemarin.org
Subject: Re: 8/15/2025 Richmond Bridge Bike Lane Safety, Environmental, Human Resource, and Taxpayer Concerns
Date: Wednesday, January 15, 2025, 9:21:42 AM

Some people who received this message don't often get email from microbbie@comcast.net. Link:info@comcast.net

WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Sent from my iPhone

On Jan 15, 2025, at 8:24 AM, RON MCROBBIE <microbbie@comcast.net> wrote:

Retrans, correct subject, apologize

On 01/15/2025 8:00 AM PST RON MCROBBIE <microbbie@comcast.net> wrote:

Reference today's Marin Independent Journal article:

<https://www.marinjournal.com/2025/01/14/agency-to-veil-richmond-san-rafael-bridge-bike-lane-experiment/>

assemblymember.connolly@outreach.assembly.ca.gov, email=05F2529E944DB423757C24AF77C&active=yes&idm_source=istara&idm_medium=email&idm_term=https%3A%2F%2Fwww.marinjournal.com%2F2025%201%2014%20agency-to-veil-richmond-san-rafael-bridge-bike-lane-experiment%2F&idm_campaign=hang-ri-good-morning-marin-ri&idm_content=automated

Hello BCCD Representative,

The following points are directed at San Francisco Bay Conservation and Development Commission's now contemplated extension of the Richmond Bridge 4 year pilot project, and are submitted for consideration in your 16 Jan 2025 Forum (extended pilot includes a 4/3 day sharing plan for drivers/bikers):

*Why was MTC pursuing very controversial "bike lane/commute lane" changes with San Francisco Bay Conservation and Development Commission "before" (emphasis added) a report on the multi-use lane trial could be finalized?

*The latest collective proposal to "Reduce bike and pedestrian access to the bike lane to 3 days" would appear to be politically driven and requires a costly movable barrier operation. It falls far short of an effective and responsible decision benefitting the environment, and mitigating existing negative impacts to the overwhelming huge majority of bridge users, i.e. East Bay folks commuting to Marin.

*The MTC's John Goodwin the contemplated 4/day sharing plan "creates a shoulder where drivers can pull off after collisions or breakdowns". Does this imply that the 3rd lane cannot be used for vehicular commute traffic? Does MTC think that a shoulder for safety is only required 4 days per week, and not 7 days?? Isn't emergency response efficiency essential 7 days per week??

*The article MTC, Marin County Bicycle Coalition (MCBC), and Bike East Bay agreed that "initial reports also indicate the lane hasn't intensified vehicle traffic". (This statement is eyebrow raising and is contrary to all visual observations. Smoke, mirrors & politics...begs honesty & close review of future contracting.) Any person who has ever experienced the converging of heavy westbound traffic from multiple lanes just beyond the toll booths into the now existing 2 lanes, absolutely knows that THE BIKE LANE DOES INTENSIFY TRAFFIC!! WEEKDAYS AND WEEKENDS!!

*The traffic snarl triggered by Richmond Bridge bike lane is a 2 day/week issue resulting in numerous lost person-hours, wasted gasoline and negative environmental impacts to Point Richmond and vicinity. The visual disparity of miles of bumper-to-bumper west-bound commuter vehicle traffic vs. a typical handful of bikers using the bike lane across the bridge begs a responsible (emphasis added) leadership response, and intelligent use of our bucks. This bridge use and negative impact disparity will not change as a result of MTC's 4/3 day sharing proposal.

*Any proposal requiring a "movable barrier" has obvious negative and costly implications and begs many questions. Additional "new costs" potentially include vehicular equipment to move the barrier, and associated labor, maintenance costs. It will be time-consuming to move 5 miles of barrier. The operation of moving the barrier could potentially reduce west bound traffic to a single lane, while further compromising safety.

*Throwing more taxpayer bucks in support of an obvious numbers disparity, favoring the sparse number of cyclists vs the needs of thousands of Contra Costa and other East Bay County commuter interests seeking cost and time effective access to Marin County, makes no sense. A movable barrier will not change this disparity in needs. Yes, cycling is healthy, but that shouldn't drive irresponsible decisions.

*Who benefits from further studies, when the disproportionate negative impacts of the bike path are so apparent?? Who makes money on further studies, and who benefits... certainly not the East Bay folks seeking access to Marin County!! Perhaps an audit or flood light needs to shine on this!

*Bay Area transportation planners should make an immediate decision to remove the barrier ASAP. Any future studies should be based upon where to go from there.

I thank you in advance for listening to the above concerns, which are intended to cut through the politics, and to provide maximum benefit to the environment, to the public, taxpayers, and Richmond Bridge users:

Respectfully submitted,

Concerned citizen, San Rafael

Ron McRobbie

Email = RonMcRobbie@comcast.net

PS: As a courtesy to BCCD and other agency decision/policy makers participating in your 16 Jan 2025 Forum, I am including the email chain below, indicating the aforementioned concerns, and my communication with various Marin County Elected Officials, Marin and East Bay media journalists, and concerned citizens:

----- Original Message -----

From: RON MCROBBIE <microbbie@comcast.net>

To: "Mary Sackett@MainCounty.gov" <Mary.Sackett@MainCounty.gov>

Cc: "assemblymember.connolly@outreach.assembly.ca.gov" <assemblymember.connolly@outreach.assembly.ca.gov>, "spotswood@comcast.net" <spotswood@comcast.net>, "slopez@bayareanewsgroup.com" <slopez@bayareanewsgroup.com>, "slopes@bayareanewsgroup.com" <slopes@bayareanewsgroup.com>, "sustainablearrafael@sustainablemarin.org" <sustainablearrafael@sustainablemarin.org>

Date: 01/12/2025 8:04 AM PST

Subject: Richmond Bridge Bike Lane - Safety, Environmental, Human Resource, and Taxpayer Concerns

Hello Supervisor Sackett,

While I very much appreciate your prompt response to my email below, I believe that the Marin County Board of Supervisors President Dennis Rodoni, and his Supervisors, arrived at an absolutely incorrect decision to support extending the Richmond-San Rafael Bridge bike path trial project beyond the intended 1 year period.

Additionally, the plan to "convert the westbound shoulder lane from a 24/7 multi-use path to an emergency lane Monday through Thursday" is not a well thought out concept, and appears to be politically driven. The following points are directed both at the 5 Nov 2024 Rodoni letter to San Francisco Bay Conservation and Development Commission (reference your link below), and the now contemplated 4 day-3 day emergency lane/bike path usage:

*Why is MTC pursuing very controversial "bike lane/commute lane" changes with San Francisco Bay Conservation and Development Commission "before" (emphasis added) a report on the multi-use lane trial could be finalized?

*The latest collective proposal to "Reduce bike and pedestrian access to the bike lane to 3 days" would appear to be politically driven and requires a costly movable barrier operation. It falls far short of an effective and responsible decision benefitting the environment, and mitigating existing negative impacts to the overwhelming huge majority of bridge users, i.e. East Bay folks commuting to Marin.

*The MTC's John Goodwin the contemplated 4/day sharing plan "creates a shoulder where drivers can pull off after collisions or breakdowns". Does this imply that the 3rd lane cannot be used for vehicular commute traffic? Does MTC think that a shoulder for safety is only required 4 days per week, and not 7 days?? Isn't emergency response efficiency essential 7 days per week??

*The article MTC, Marin County Bicycle Coalition (MCBC), and Bike East Bay agreed that "initial reports also indicate the lane hasn't intensified vehicle traffic". (This statement is eyebrow raising and is contrary to all visual observations. Smoke, mirrors & politics...begs honesty & close review of future contracting.) Any person who has ever experienced the converging of heavy westbound traffic from multiple lanes just beyond the toll booths into the now existing 2 lanes, absolutely knows that THE BIKE LANE DOES INTENSIFY TRAFFIC!! WEEKDAYS AND WEEKENDS!!

*The traffic snarl triggered by Richmond Bridge bike lane is a 2 day/week issue resulting in numerous lost person-hours, wasted gasoline and negative environmental impacts to Point Richmond and vicinity. The visual disparity of miles of bumper-to-bumper west-bound commuter vehicle traffic vs. a typical handful of bikers using the bike lane across the bridge begs a responsible (emphasis added) leadership response, and intelligent use of our bucks. This bridge use and negative impact disparity will not change as a result of MTC's 4/3 day sharing proposal.

*Any proposal requiring a "movable barrier" has obvious negative and costly implications and begs many questions. Additional "new costs" potentially include vehicular equipment to move the barrier, and associated labor, maintenance costs. It will be time-consuming to move 5 miles of barrier. The operation of moving the barrier could potentially reduce west bound traffic to a single lane, while further compromising safety.

*Throwing more taxpayer bucks in support of an obvious numbers disparity, favoring the sparse number of cyclists vs the needs of thousands of Contra Costa and other East Bay County commuter interests seeking cost and time effective access to Marin County, makes no sense. A movable barrier will not change this disparity in needs. Yes, cycling is healthy, but that shouldn't drive irresponsible decisions.

*Who benefits from further studies, when the disproportionate negative impacts of the bike path are so apparent?? Who makes money on further studies, and who benefits... certainly not the East Bay folks seeking access to Marin County!! Perhaps an audit or flood light needs to shine on this!

*Bay Area transportation planners should make an immediate decision to remove the barrier ASAP. Any future studies should be based upon where to go from there.

Once again, I thank you Ms Sackett for your willingness to dialogue. Please share this communication with your President, Mr Rodoni, fellow Supervisors, and beyond as appropriate.

Respectfully submitted,

Concerned citizen, San Rafael

Ron McRobbie

----- Original Message -----

From: "Sackett, Mary" <Mary.Sackett@MainCounty.gov>

To: RON MCROBBIE <microbbie@comcast.net>

Date: 01/08/2025 5:07 PM PST

Subject: RE: Richmond Bridge Bike Lane

Ron,

Here is a link to the position that the Board of Supervisors has taken on the bike lane. Neither I, nor the Marin County Board of Supervisors, has a vote on the matter. Nonetheless, we have weighed in on the modified pilot that I understand that BCCD will be considering. The letter with our position can be found here: <https://www.marincounty.gov/departments/executive/budget-and-priority-setting/legislative-support-and-advocacy/legislative-letters/nov-5-support-letter-richmond-san-rafael-bridge-upper-deck-modified-pilot>

Best,

Mary

----- Original Message -----

From: RON MCROBBIE <microbbie@comcast.net>

Sent: Wednesday, January 8, 2025 8:57 AM

To: Sackett, Mary <Mary.Sackett@MainCounty.gov>

Cc: assemblymember.connolly@outreach.assembly.ca.gov; slopez@bayareanewsgroup.com; Marin U - Dick Spotswood <spotswood@comcast.net>

Subject: Fwd: Richmond Bridge Bike Lane

||

Hello Supervisor Sackett,

I am sharing my 4 December 2024 communication to Assembly Member Damon Connolly regarding very questionable continued political support for the Richmond Bridge Bike Lane. To date, I have not received a response from Connolly. In your newsletters you note that you are a strong bike advocate, as is Damon Connolly. Yes, biking is healthy and wonderful, but biking and Bicycle Coalitions should not drive irresponsible decisions at the expense of taxpayers and the environment. This point is discussed in detail in the email chain below.

Given the disproportionate bike lane negative impacts to East Bay commuters, the Pt Richmond community, and the environment, I solicit your reply and rationale for your/their continued support of the Richmond Bridge Bike Lane.

Respectfully submitted,

Ron McRobbie

San Rafael

CC:

Assembly Member Connolly

Dick Spotswood, Marin U

Sierra Lopez, East Bay Times

----- Original Message -----

From: RON MCROBBIE <microbbie@comcast.net>

To: "assemblymember.connolly@outreach.assembly.ca.gov" <assemblymember.connolly@outreach.assembly.ca.gov>

Date: 12/04/2024 6:39 AM PST

Subject: Richmond Bridge Bike Lane

||

Hello Assemblymember Damon Connolly,

If reported accurately, you and other Marin County elected officials supported a continuation of the Richmond Bridge bike lane beyond the 4 year trial period. Learning this was startling and disappointing for me, given the obvious negative impacts and disparities.

Speculating... "Follow the money"? It seems pretty obvious to me that the well-intended bike lane was proven to be a failure via the initial 4 yr pilot project. Honest synthesis and comparison of positives vs. negatives yields "Get rid of the bike lane now" = No Brainer!! Who benefits from further studies, and who makes money? Does this hint of Marin elitism, as opposed to "Let's fix this together"? Are there "Follow the money issues" that need to be addressed?

FYI-I have included my email correspondence below elaborating on Dick Spotswood recent Marin U column (link below), as well as my past letters to the Marin U and East Bay Times. I hope you value this feedback and that you share the same with your fellow elected Marin County officials that influence Richmond Bridge bike lane decisions. Also, a reply would be kindly appreciated, thank you.

Respectfully submitted,

Ron McRobbie

San Rafael

----- Original Message -----
On Nov 17, 2024, at 9:01 AM, RON MCROBBIE <microbbie@comcast.net> wrote:

Good morning Dick Spotswood,

My highest compliments, your editorial "Bridge bike-lane plan does not go far enough" in today's Marin U nailed it!

https://www.spotswood.marinjournal.com/translate/goodinfinity/article_popover_share.aspx?guid=bb84504-b367-4702-ab92-Pc54e6468998&title=Cdesktpv&_x_hj_strlen&_x_hj_lines&_x_hj_lines_US

The latest proposal isn't the solution, and I addressed this in my 22 Mar 2024 letters to the Marin U and the East Bay Times below, neither of which were published. Each and every time I have driven to the East Bay during the weekday morning commute hours, with me sailing along at the speed limit east bound, I see 2-4 miles of west bound crawling traffic seeking access to Marin via the toll narrowing. And on weekends, I often have visitors from the East Bay, and they encounter a 1-2 mile snarl.

FYI- I am sharing my aforementioned letters to local media..... I have addressed some negative impacts of the bike lane beyond those you have mentioned. The burden is borne primarily by those on the East Bay side of the bridge. I was startled to see the support of the Marin elected officials for the latest bike lane proposal, thus continuing bike lane negative environmental impacts, and impacts to East Bay commuters. Does this hint of Marin elitism, as opposed to "Let's fix this together"? Are there "follow the money issues" that need to be addressed?

Thank you again,
Ron McRobbie
San Rafael, CA
.

On Friday, March 22, 2024 at 12:09:03 PM PDT, RON MCROBBIE <r.mcrobbe@comcast.net> wrote:

Hello Sierra Lopez,
Thank you for your article published both in the East Bay Times and Marin Independent Journal. I have to say that the title of your East Bay Times article is very misleading and doesn't represent very well your well-written story. Headline implies a fix, which is not the case.

<https://www.eastbaytimes.com/2024/03/18/richmond-san-rafael-bridge-pedestrian-lane-may-soon-be-removed-after-four-year-pilot/>

You have my permission to consider and publish my response letter to the Marin U in the East Bay Times (see below). In my opinion the MTC and bike coalitions continue to blow smoke, when it serves their purpose (I was more polite in my letter to the editor). Thank you again, the public needs to know the info you have captured!

Respectfully submitted
Ron McRobbie
San Rafael, CA

PS: please acknowledge receipt of my email to you, thx

----- Original Message -----
From: RON MCROBBIE <r.mcrobbe@comcast.net>
To: "jetimon@marinij.com" <jetimon@marinij.com>," sierra@bayareanewsgroup.com" <sierra@bayareanewsgroup.com>
Cc: "westbaytimes@searain.com" <westbaytimes@searain.com>
Date: 03/22/2024 11:22 AM PDT
Subject: Marin U article "TRANSPORTATION PLAN 20 Mar 2024

Hello Marin U,

Thank you for your continuing coverage of the Richmond Bridge bike path trial project. Reference your 20 Mar 2024 article "TRANSPORTATION PLAN" <https://enewspaper.marinij.com/html5/reader/production/default.aspx?pubname=6eddi-5bec9f02-e733-4a24-8a89-cc14b0619537>

I had a strong overall reaction to the reported Metropolitan Transportation Commission (MTC) contemplated near-term actions and questionable statements. The following letter to editor is submitted for your consideration:

RICHMOND BRIDGE BIKE LANE QUESTIONABLE PLANS BEING PURSUED

"Why is MTC pursuing very controversial "bike lane/commute lane" changes with **San Francisco Bay Conservation and Development Commission** before a report on the multi-use lane trial could be finalized?

"The latest collective proposal to "Reduce bike and pedestrian access to the bike lane to 3 days" would appear to be politically driven and requires a costly movable barrier. It falls far short of an effective and responsible decision benefitting the environment, and mitigating negative impacts to the overwhelming huge majority of bridge users, i.e. East Bay folks commuting to Marin.

* Per MTC's John Goodwin the contemplated 4/3day sharing plan "creates a shoulder where drivers can pull off after collisions or breakdowns". Does this imply that the 3rd lane cannot be used for vehicular commute traffic? Does MTC think that a shoulder for safety is only required 4 days per week, and not 7 days?"

*Per article MTC, **Marin County Bicycle Coalition (MBC)**, and **Bike East Bay** agreed that "initial reports also indicate the lane hasn't intensified vehicle traffic". (This statement is eyebrow raising and is contrary to all visual observations. Smoke, mirrors & politics...begs honesty & close review of future contracting.)

"The traffic snarl triggered by Richmond Bridge bike lane is a 2 day/week issue, resulting in numerous lost person-hours, wasted gasoline and negative environmental impacts to Point Richmond and vicinity. The visual disparity of miles of bumper-to-bumper west-bound commuter vehicle traffic vs. a typical handful of bikers using the bike lane across the bridge begs a responsible (emphasis added) leadership response, and intelligent use of our bucks. This bridge use and negative impact disparity will not change as a result of MTC's 4/3 day sharing proposal.

"Any proposal requiring a "movable barrier" has obvious negative and costly implications and begs many questions. Additional "new costs" potentially include vehicular equipment to move the barrier, and associated labor, maintenance costs. It will be time-consuming to move 5 miles of barrier. The operation of moving the barrier could potentially reduce west bound traffic to a single lane, while further compromising safety.

"Throwing more taxpayer bucks in support of an obvious numbers disparity, favoring the sparse number of cyclists vs the needs of thousands of Contra Costa and other East Bay County commuter interests seeking cost and time effective access to Marin County, makes no sense. A movable barrier will not change this disparity in needs. Yes, cycling is healthy, but that shouldn't drive irresponsible decisions.

"Bay Area transportation planners should make an immediate decision to remove the barrier ASAP. Any future studies should be based upon where to go from there.

Ron McRobbie
San Rafael, CA

Email Disclaimer: <https://www.marincounty.gov/privacy-policy>

A RESOLUTION OF THE ALBANY CITY COUNCIL IN SUPPORT OF RICHMOND – SAN RAFAEL BRIDGE TRAIL ACCESS

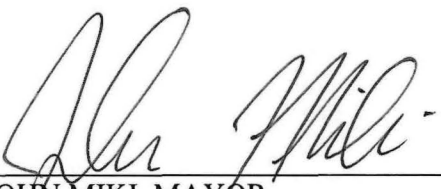
WHEREAS, the Bay Area Toll Authority Report data showed no increase in westbound car congestion, a decrease in the number of motorist crashes, and no negative impact on the Air Quality Index (AQI); AQI is primarily impacted by vehicle miles traveled, road dust, tire wear, and brake wear, not by traffic congestion; and

1 **WHEREAS**, Albany City Council recognizes that a closure of the Richmond-San
2 Rafael Bridge Trail would cause individuals who currently rely on this trail to drive for more
3 trips, and if they don't have access to a car they could be left with no other options; and
4

5 **WHEREAS**, the Council recognizes that improvements to reduce traffic on the bridge
6 can be achieved via sustainable alternatives including improved public transit as well as
7 increased housing availability and affordability; and
8

9 **WHEREAS**, Albany City Council recognizes that access to transportation is a human
10 right and reliable mobility options for those unable to afford or drive a car should be available.
11

12 **NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Albany
13 does hereby support 24 hours a day, 7 days a week access to the Richmond-San Rafael Bridge
14 Trail for pedestrians and bicyclists.
15

16
17
18 
19 _____
20 JOHN MIKI, MAYOR
21
22
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27
28
29



City of Albany

1000 San Pablo Avenue • Albany, California 94706
(510) 528-5710 • www.albanyca.org

RESOLUTION NO. 2024-60

PASSED AND APPROVED BY THE COUNCIL OF THE CITY OF ALBANY,

The 15th day of July, 2024, by the following votes:

AYES: Council Members Hansen-Romero, Jordan, López, Tiedemann and

Mayor Miki

NOES: none

ABSENT: none

ABSTAINED: none

RECUSED: none

WITNESS MY HAND AND THE SEAL OF THE CITY OF ALBANY, this

16th day of July, 2024.

Anne Hsu
CITY CLERK

*Albany is committed to providing a healthy, safe, and accessible city,
and strives to lift every voice in our community.*



Cecilia Lunaparra
Councilmember, District 7

ACTION CALENDAR

December 10, 2024

(Continued from December 3, 2024)

To: Honorable Members of the City Council

From: Councilmember Lunaparra (Author), Councilmember Humbert (Co-Sponsor), Councilmember Kesarwani (Co-Sponsor)

Subject: Bicycle and Pedestrian Access on the Richmond-San Rafael Bridge

RECOMMENDATION

Adopt a Resolution affirming the City of Berkeley's support for permanent 24/7 protected bicycle and pedestrian access to the Richmond-San Rafael Bridge Trail.

BACKGROUND

Following decades of advocacy, in 2019, the protected bicycle and pedestrian trail opened on the Richmond-San Rafael Bridge, completing a 6-mile link in the Bay Trail and connecting Contra Costa and Marin counties.

Since the opening of the barrier-separated shared bike and pedestrian path, the Metropolitan Transportation Commission's (MTC) Phase II After Study for the Richmond-San Rafael Bridge found that both weekday and weekend vehicle flows have dropped, and weekday emissions have decreased. In the summer of 2021, the path received an 8.19 out of 10 safety rating by users. The report also states that "there is no statistical evidence that the bridge modifications are producing longer crash-related incidents or changing the location where crashes tend to occur on the bridge," or that the modifications are increasing the time needed to clear crashes.¹

CURRENT SITUATION AND ITS EFFECTS

The Metropolitan Transportation Commission (MTC) is proposing a weekday (Monday through Thursday) closure of Richmond-San Rafael pathway designated for pedestrians and people on bicycles. Under this proposal, the closed pathway would become a non-

¹ After Study for the Richmond-San Rafael Bridge (Phase II), California PATH, UC Berkeley, https://mtc.ca.gov/sites/default/files/meetings/attachments/6005/4a_ATTACHMENT_B_Phase_II_Pilot_Study_Final_Report.pdf

drivable breakdown lane on weekdays. Unfortunately, doing so would eliminate critical access for people who do not drive and rely on the Bridge as the primary connection between the East & North Bay. Although MTC's movable barrier proposal would allow bikes and pedestrians to safely cross the Bridge on weekends, many are concerned about "equitable access needed for those who must cross during the week." ²

MTC's proposal requires approval from the San Francisco Bay Conservation and Development Commission (BCDC) at an upcoming meeting. The Cities of Richmond and Albany have recently passed similar resolutions in support of a permanent protected Richmond-San Rafael Bay Trail with unanimous support.

FISCAL IMPACTS OF RECOMMENDATION

None.

ENVIRONMENTAL SUSTAINABILITY

Maintaining permanent 24/7 access to the Richmond-San Rafael Bridge Trail would continue to encourage safe and equitable access to transbay multimodal transportation.

CONTACT PERSON

Councilmember Cecilia Lunaparra, 510-981-7170

Attachments:

1: Resolution

² Bike East Bay, <https://bikeeastbay.org/rsr2024-2/>

RESOLUTION NO. ##,###-N.S.

AFFIRMING BERKELEY'S SUPPORT FOR THE RICHMOND-SAN RAFAEL
BRIDGE TRAIL

WHEREAS, the City of Berkeley is proud to promote connections between communities via the Richmond-San Rafael Bridge; and

WHEREAS, the Berkeley City Council recognizes that the Richmond-San Rafael Bridge Trail is a keystone section of the 500-mile regional San Francisco Bay Trail linking the East Bay and North Bay; and

WHEREAS, Berkeley City Council by unanimous vote adopted Resolution No. 68,486 - N.S., declaring a climate emergency and calling for urgent action to restore a safe climate; and

WHEREAS, the Council recognizes that an increase in the number of vehicle miles driven to and on the bridge increases pollution affecting vulnerable communities; and

WHEREAS, the Council recognizes that active transportation allows people to be physically active in everyday life by enabling them to walk, bike, or roll to their destinations; and

WHEREAS, bicyclists and pedestrians have enjoyed over 400,000 trips on the Richmond-San Rafael Bridge Trail since it opened in November 2019; and

WHEREAS, the Bay Area Toll Authority Report data showed no increase in westbound car congestion, a decrease in the number of motorist crashes, and no negative impact on the Air Quality Index (AQI); AQI is primarily impacted by vehicle miles traveled, road dust, tire wear, and brake wear, not by traffic congestion; and

WHEREAS, the Council recognizes that a closure of the Richmond-San Rafael Bridge Trail would cause individuals who currently rely on this trail to drive for more trips, and if they don't have access to a car they could be left with no other options; and

WHEREAS, the Council recognizes that access to transportation is a human right and reliable mobility options for those unable to afford or drive a car should be available.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Berkeley does hereby support 24 hours a day, 7 days a week access to the Richmond-San Rafael Bridge Trail for pedestrians and bicyclists.

BE IT FURTHER AND FINALLY RESOLVED, that upon passage, a copy of this Resolution be sent to the members of the San Francisco Bay Conservation and Development Commission and the members of the Metropolitan Transportation Commission.

RESOLUTION NO. 33-24 (REVISED)

**A RESOLUTION OF THE COUNCIL OF THE CITY OF RICHMOND,
CALIFORNIA, AFFIRMING RICHMOND'S SUPPORT FOR THE
RICHMOND SAN RAFAEL BRIDGE TRAIL**

WHEREAS, the City of Richmond is proud to promote connections between communities via the Richmond San Rafael Bridge; and,

WHEREAS, the council recognizes that the Richmond San Rafael Bridge Trail is a keystone section of the 500-mile regional San Francisco Bay Trail linking the East Bay and North Bay; and,

WHEREAS, the Council by unanimous vote adopted resolution 94-99 stating "that the City of Richmond endorses the Bay Trail Plan"; and,

WHEREAS, the Council recognizes that active transportation allows people to be physically active in everyday life by enabling them to walk, bike or roll to their destinations; and,

WHEREAS, the Council recognizes that an increase in the number of vehicle miles driven to and on the bridge increases pollution affecting our communities; and,

WHEREAS, bicyclists and pedestrians have enjoyed over 375,000 trips on the RSR Bridge Trail since it opened in November 2019; and,

WHEREAS, the Richmond San Rafael Bridge Trail will provide access to the Point Molate Bay Trail to be built this year along the shoreline from the bridge to Point Molate Beach Park and past the Winehaven Historic District; and,

WHEREAS, the Richmond City Council recognizes that a closure of the Richmond-San Rafael Bridge Trail would cause individuals who currently rely on this trail to drive for more trips, and if they don't have access to a car they could be left with no other options; and,

WHEREAS, the Richmond City Council recognizes that improvements to reduce traffic on the bridge can be achieved via sustainable alternatives including improved public transit as well as increased housing availability and affordability; and,

WHEREAS, the Richmond City Council recognizes that access to transportation is a human right and reliable mobility options for those unable to afford or drive a car, should be available.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Richmond, on April 30, 2024, does hereby support 24 hours a day, 7 days a week access to the Richmond San Rafael Bridge Trail for pedestrians and bicyclists.

I certify that the foregoing resolution was passed and adopted by the Council of the City of Richmond at a special meeting thereof held April 30, 2024, by the following vote:

AYES: Councilmembers Bana, McLaughlin, Robinson, Vice Mayor Jimenez, and Mayor Martinez.

NOES: None.

ABSTENTIONS: None.

ABSENT: Councilmember Willis.

RECUSALS: Councilmember Zepeda.

PAMELA CHRISTIAN
CLERK OF THE CITY OF RICHMOND
(SEAL)

Approved:
EDUARDO MARTINEZ
Mayor

Approved as to form:
DAVE ALESHIRE
City Attorney



State of California }
County of Contra Costa : ss.
City of Richmond }

I certify that the foregoing is a true copy of **Resolution No. 33-24**, finally passed and adopted by the Council of the City of Richmond at a special meeting held on April 30, 2024.



Pamela Christian, Clerk of the City of Richmond

RESOLUTION NO. 71,629-N.S.

AFFIRMING BERKELEY'S SUPPORT FOR THE RICHMOND-SAN RAFAEL
BRIDGE TRAIL

WHEREAS, the City of Berkeley is proud to promote connections between communities via the Richmond-San Rafael Bridge; and

WHEREAS, the Berkeley City Council recognizes that the Richmond-San Rafael Bridge Trail is a keystone section of the 500-mile regional San Francisco Bay Trail linking the East Bay and North Bay; and

WHEREAS, Berkeley City Council by unanimous vote adopted Resolution No. 68,486 - N.S., declaring a climate emergency and calling for urgent action to restore a safe climate; and

WHEREAS, the Council recognizes that an increase in the number of vehicle miles driven to and on the bridge increases pollution affecting vulnerable communities; and

WHEREAS, the Council recognizes that active transportation allows people to be physically active in everyday life by enabling them to walk, bike, or roll to their destinations; and

WHEREAS, bicyclists and pedestrians have enjoyed over 400,000 trips on the Richmond-San Rafael Bridge Trail since it opened in November 2019; and

WHEREAS, the Bay Area Toll Authority Report data showed no increase in westbound car congestion, a decrease in the number of motorist crashes, and no negative impact on the Air Quality Index (AQI); AQI is primarily impacted by vehicle miles traveled, road dust, tire wear, and brake wear, not by traffic congestion; and

WHEREAS, the Council recognizes that a closure of the Richmond-San Rafael Bridge Trail would cause individuals who currently rely on this trail to drive for more trips, and if they don't have access to a car they could be left with no other options; and

WHEREAS, the Council recognizes that access to transportation is a human right and reliable mobility options for those unable to afford or drive a car should be available.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Berkeley does hereby support 24 hours a day, 7 days a week access to the Richmond-San Rafael Bridge Trail for pedestrians and bicyclists.

BE IT FURTHER AND FINALLY RESOLVED, that upon passage, a copy of this Resolution be sent to the members of the San Francisco Bay Conservation and Development Commission and the members of the Metropolitan Transportation Commission.

The foregoing Resolution was adopted by the Berkeley City Council on December 10, 2024 by the following vote:

Ayes: Bartlett, Blackaby, Humbert, Kesarwani, Lunaparra, O'Keefe, Taplin, Tregub, and Ishii.

Noes: None.

Absent: None.



Adena Ishii, Mayor

Attest: 

Mark Numainville, City Clerk

August 2, 2024

Larry Goldzband, Executive Director
San Francisco Bay Conservation & Development Commission
375 Beale Street, Suite 510
San Francisco, CA 94105

RE: Richmond-San Rafael Bridge Permit 1997.001.06

Mr. Goldzband,

This letter is to inform you that, at its meeting on July 26, 2024, the West Contra Costa Transportation Commission (WCCTC), previously known as the West Contra Costa Transportation Advisory Committee, passed a resolution relating to the Richmond-San Rafael (RSR) Bridge Pilot and potential amendments to bridge permit 1997.001.06. The signed resolution was approved on a 7-0 vote and is attached. It requests that "The Richmond-San Rafael Bridge Pilot Trail should remain open 24 hours/day, seven days/week until the westbound I-580 ORT/HOV lane extension project is completed, and its impact has been evaluated."

Sincerely,



John Nemeth
Executive Director
WCCTC

**WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE
DOING BUSINESS AS
THE WEST CONTRA COSTA TRANSPORTATION COMMISSION**

RESOLUTION NO. 24-09

**RECOMMENDED CONTINUATION OF THE RICHMOND-SAN RAFAEL
BRIDGE TRAIL PILOT UNTIL AFTER THE COMPLETION OF THE
WESTBOUND I-580 OPEN ROAD TOLLING AND HOV LANE PROJECT**

WHEREAS, Caltrans and the Bay Area Toll Authority (BATA) opened the Richmond-San Rafael Bridge Trail as a four year pilot program on November 16, 2019; and

WHEREAS, the pilot has provided access to the bridge for active transportation modes, in keeping with BCDC's legislative mandate of ensuring "maximum feasible access" to the San Francisco Bay.

WHEREAS, the Richmond-San Rafael Bridge Trail is a useful link in the multi-use San Francisco Bay Trail system that connects the East Bay and North Bay.

WHEREAS, BATA and Caltrans have proposed that the Richmond-San Rafael (RSR) Bridge Trail be used as a breakdown lane for motor vehicles for four days/week while future options are studied; and

WHEREAS, it is not clear, from the UC Berkeley's Partners for Advanced Transportation Technology's After Study (Phase II), or other information, that reverting the pathway back to a shoulder four days/week will provide meaningful traffic relief or safety benefits in the absence of other improvements; and

WHEREAS, BATA plans to implement open road tolling (ORT) and extend the westbound I-580 HOV lane to the bridge by the end of 2025 or early 2026; and

WHEREAS, the westbound I-580 ORT/HOV project could provide meaningful traffic congestion relief and safety benefits to the upstream approach of the bridge; and

WHEREAS, BATA has recently initiated a Design Alternative Assessment (DAA) that considers future alternatives for the upper deck, including a shoulder, an HOV lane, a multi-use path, or some combination of these elements.

WHEREAS, this Board supports the DAA work and continued evaluation of future alternatives; and

WHEREAS, the westbound I-580 ORT/HOV project will very likely be completed sooner than a third vehicular lane (HOV) could be implemented; and

WHEREAS, continuation of the Pilot, without modification until after the opening of the I- 580 ORT/HOV project, would consequently not interfere with the potential implementation of future third vehicular (HOV) lane in the future; and

WHEREAS, continuation of the Pilot, without modification, will save the region about \$1M per year in the cost of movable barrier operations, bike shuttle operations, and signage installation; and

WHEREAS, a proposed bike shuttle would not provide an equivalent level of access for non-automobile users and may have limited frequencies, hours of operation, and ability to transport various types of bicycles;

NOW THEREFORE, BE IT RESOLVED THAT:

The Richmond-San Rafael Bridge Pilot Trail should remain open 24 hours/day, seven days/week until the westbound I-580 ORT/HOV lane extension project is completed, and its impact has been evaluated.

The foregoing Resolution was adopted by the WCCTAC Board at its regular meeting on July 26, 2024, by the following vote:

AYES: R. XAVIER, C. SASAI, P. FADELLI, S. BANA, D. ROBINSON, R. SALTZMAN,
C. PEEPLES

NOES: NONE

ABSTAIN: NONE

ABSENT: J. GIOIA, T. HANSEN
E. MARTINEZ, C. KELLEY

By: Rita C. Xavier
Rita Xavier, Chair

Attest:

John Nemeth
John Nemeth, Executive Director

Approved as to Form:

K. Kokotaylo
Kristopher Kokotaylo, General Counsel



RECEIVED
AUG 16 2024

Chair Wasserman and Commissioners
Bay Conservation and Development Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

www.mahays.com

SAN FRANCISCO BAY CONSERVATION
& DEVELOPMENT COMMISSION

**IN SUPPORT OF THE
PERMIT AMENDMENT**

Dear Chairman Wasserman and Commissioners:

We the undersigned, who are Richmond residents, elected leaders, community leaders and business leaders, write on behalf of the thousands of workers who commute to jobs in Marin every day, and we urge the Bay Conservation and Development Commission to revise its permits for the Richmond-San Rafael Bridge. Specifically, we ask you to enable the restoration of the historic third lane on the upper deck to be dedicated initially to emergency vehicle and breakdowns, and soon after, to carpool and transit use.

The pandemic and the rise of remote work laid bare and exacerbated sometimes conflicting public policy goals in the Bay Area. Policymakers must balance a desire to promote active transportation, such as walking and biking, while also working hard on social equity goals making life and economic opportunity easier for historically disadvantaged places and people. Perhaps nowhere in the Bay Area is that conflict more obvious or more raw than on the Richmond San Rafael Bridge.

In 2016, you authorized a pilot project to take what had been both a third traffic lane or a breakdown lane and turn it into a separated and protected bike lane. Despite many millions of dollars spent improving bike lane connections around the Bridge on both the Marin and Contra Costa sides, and years spent vigorously campaigning for and incentivizing biking, to most objective observers, the pilot has not succeeded. On good weather days, only 21 bikers cross the bridge during the morning commute. On bad weather days, it can be as few as 8 or even 2 riders. There are exceptionally few pedestrians. On the weekends, bike ridership does spike up to an average of 146 bikers riding back and forth. For comparison, 5,000-6,000 bikers cross the Golden Gate Bridge on a weekday.

Meanwhile, rain or shine, each workday, 80,000 drivers cross the Richmond San Rafael Bridge, and during the morning commute, approximately 18,000 Bay Area residents try to cross the Richmond San Rafael Bridge in their car or pick-up truck going to work in Marin and Sonoma. The vast majority of them (63%) are people of color. Sixty-nine percent of them do not have a college degree, and the majority of them (60%) make less than Bay Area's median income.

Most of these workers are coming to jobs in Marin, and virtually all of these drivers have no other practical means to get to work, including "remote work." Since they often come from very long distances and from all over the East Bay, biking, walking and public transit are not practical commute options.

As these 18,000 drivers approach the Richmond San Rafael Bridge, they hit a very significant and growing traffic jam. During the peak hour, on average, they face 16 minutes of gridlocked, stop-and-go traffic. What the term "average" misses is that often and unpredictably, the backup is far worse, as without a third lane or pullover lane it is exceptionally hard to clear accidents, and therefore these teachers and nurses tell us that they must leave much earlier than normal, just in case there is a huge back up, so they aren't chronically late to work and lose their job. That's time taken away from getting sleep or spending time with their families. This traffic jam on the freeway also backs up local streets and roads in the City of Richmond, impacting many local families who aren't even trying to get on the Richmond Bridge. This stop-and-go congestion produces 2-3 times the particulate and emissions pollution as a free-flowing freeway, according to research by the University of California.

The congestion and pollution from the backup are predicted to significantly worsen, and in three years these drivers will spend 2 hours, per week, sitting in gridlock waiting to cross the Richmond San Rafael Bridge in the morning! This will also further impact local streets and roads in Richmond.

In 2016, while you authorized a bike lane that impacted the Richmond side of the Bridge, you also authorized the opening of a third lane to help the Marin side. Many Richmond residents and leaders have declared this patently unfair, and offensively flies in the face of social equity goals.

Richmond and Contra Costa residents deserve the same relief that the Marin side was granted a few years ago. If you want to see the benefits of adding a third lane, look at what happened in Marin.

In 2016, the Bay Area Toll Authority and the Metropolitan Transportation Commission declared that the Marin side of the bridge (not the Richmond side), had "unacceptable levels of service," not only on the freeway, but the local Marin streets in Larkspur and San Rafael. Agencies authorized a \$74 million project to re-open the third lane of the lower deck and make related improvements to the freeway. Completed two years later, Caltrans and MTC proudly reported that the new lane "has eliminated afternoon congestion on eastbound I- 580 onto the bridge saving drivers approximately 15 minutes daily on their seven-mile trip from Marin to Contra Costa County. This equates to annual savings of 700,000 vehicle- hours of delay on weekdays and another 91,000 vehicle hours on weekends." The project was put up for awards and won "Project of the Year" in California. It has also resulted in significant crash and safety benefits.

BCDC seeks to provide maximum feasible public access, except in cases where public access would be clearly inconsistent with the project because of public safety considerations or significant use conflicts, including unavoidable, significant adverse impacts on communities or populations. There is an acknowledgement that constraints or uses on adjacent areas may conflict with the goal of providing maximum feasible public access. In these cases, in-lieu public access, e.g., access provided elsewhere than the specific project site, has been utilized as an appropriate means of satisfying the Commission's public access requirements.

We would argue that in this case, there is a clear conflict, and that weekend recreation on the bridge, and the numerous bike and pedestrian improvements made on both sides of the bridge in recent years by BATA, MTC and Caltrans all satisfy that in-lieu access requirement.

This project is important to the region. It has been supported by many editorials, columns and news stories. We believe these folks matter and deserve relief. Please sponsor this amendment change so that you can show them that you think they matter too.

Sincerely,

A handwritten signature in blue ink that reads "John W. Fusenberger". The signature is written in a cursive, flowing style.

From: [Anthony Campana](#)
To: [BCDC PublicComment](#); zwasserman@fennemorelaw.com; [Yoriko Kishimoto \(2\)](#); [Karl Hasz \(2\)](#); [Eckerle, Jenn@CNRA](#); [Shari Posner](#); [Pemberton, Sheri@SLC](#); [Pan, Katharine@BCDC](#)
Cc: [Robert Prinz](#); info@marinbike.org
Subject: Public Comment: 5/2 BCDC Item 8 - Richmond San Rafael Bridge Public Pathway
Date: Thursday, May 2, 2024 5:30:06 PM

Some people who received this message don't often get email from a_campana@live.com. [Learn why this is important](#)

Dear Commissioners,

I am among the 22 speakers who were not able to provide comment on Item 8 at today's meeting. Per Chair Wasserman's instructions I am submitting my comment via email; please confirm receipt.

I would like to speak to the Commission about my experience commuting from the East Bay to Sonoma County on transit. There is indeed a bus on the Richmond-San Rafael Bridge, Golden Gate Transit's Route 580, which connects El Cerrito del Norte BART to the San Rafael Transit Center and SMART station.

It might surprise you to know that getting to SMART would be much faster on the bridge pathway than it is on the bus. If I owned an e-bike and were willing to brave highway traffic on Sir Francis Drake Blvd, where long-promised bridge-approach bike improvements have stalled at the end of the offramp, I'd use the path to commute.

There are two major reasons taking the bus is slow:

1. The earliest westbound morning run of the 580 bus misses the first northbound SMART train, and after the bus reaches San Rafael there is a 28-minute wait until the next SMART.
2. This bus is scheduled to take 48 minutes to make it from BART to SMART, an average speed of just 16.4 miles per hour - dismal for a highway route.

Congestion from cars on the bridge surely impacts the speed of the bus. Caltrans and a few public commenters today spoke about how congestion also impacts emergency response and families trying to drive across the bridge. However, the pathway is not the cause of the congestion on the bridge.

The best data I can find online is that the Bay Bridge, with its ten lanes, carries 260,000 vehicles a day, while the Richmond Bridge with its five lanes carries just 70,000. If the data were available, I believe that comparing even just the westbound lanes and traffic would show that the Bay Bridge carries far more vehicles per lane each day.

What's different about the Bay Bridge? Traffic on the bridge is kept free-flowing with metering

lights at the toll plaza. Traffic engineers know that congested highways have lower throughput than free-flowing ones. If Caltrans applied this strategy from the Bay Bridge to the Richmond-San Rafael Bridge, traffic would flow optimally across the two-lane section out to Hwy 101, providing much-improved emergency access. Buses and high-occupancy vehicles would be provided priority lanes north of the toll plaza just as they are at the Bay Bridge. Commuters would be incentivized to take transit or the bus, and families taking their kids to school would have predictable trips free of congestion.

It is perplexing that Caltrans says they want to add an HOV/bus lane to this bridge once environmental study can be completed. Caltrans has opposed the creation of an HOV or bus lane on the Bay Bridge, arguing that bypass lanes on the approaches to the toll plaza and metering lights are sufficient to provide priority. The same should be done at the Richmond-San Rafael Bridge, queueing single-occupant cars at the toll plaza where there is space available to wait for a free-flowing slot, instead of in two or three lanes of congestion along the bridge itself.

Finding that public access to the bridge is infeasible should be a high bar - the pathway already exists today. Before agreeing to alter this permit, please require that Caltrans and BATA:

1. Report additional data from the pilot, including congestion on highways and roads on the approaches to the bridge, and congestion and incidents charted over time rather than merely "before" and "after." Minor collisions went down once the pathway opened, and have slowly increased only after that.
2. Compare and coordinate the proposed change with state and regional land use and transportation plans and priorities.
3. Forecast changes to Vehicle Miles Traveled and emissions, including long-term induced demand, and congestion impacts on the lower eastbound deck once it no longer benefits from being wider than the westbound deck.
4. Explain why converting the pathway to a shoulder will provide data of any value, when a) this was the previous configuration of the bridge, b) this is not Caltrans's near-term vision, which is a bridge with an additional HOV lane, and c) the proposed study period is before completion of the RSR Forward project, which Caltrans believes will be a significant change to traffic.
5. Study westbound metering at the toll plaza, to keep traffic on the bridge free-flowing and provide priority to the bus and HOVs.
6. Study funding Golden Gate Transit to increase the capacity of the bridge by increasing Route 580 bus service from hourly to every ten minutes (matching BART), and by increasing its span of service.
7. Implement programs to incentivize carpooling and to move commutes out of the peak-of-the-peak, including variable tolls, bypass lanes on the toll plaza approach, and facilitated "casual carpool."
8. Fully develop the current hand-waved plans for alternative access for those walking and

rolling, and model usage to demonstrate that they will not fail as historical examples have.

9. Commit to including continuous bike and pedestrian access in its longer-term HOV project, such as by using the moveable barriers to maintain a pathway in the off-peak direction (lower deck in the morning; upper deck in the afternoon). Capital requirements for this should be less than even was needed to begin this pilot in 2019, and it is therefore clearly feasible.
10. Provide an expected timeline for eventual replacement of the bridge, which could incorporate the shoulder/HOV lane Caltrans desires as well as a pathway and SMART extension to Richmond BART.

The change that Caltrans and BATA anticipate proposing would be a major step backward for the Bay Area that would help neither drivers nor transit riders. If this permit change is brought before you, please defer it until the RSR Forward project is complete and the alternatives discussed above are properly assessed.

Thank you,

Anthony Campana
Berkeley resident

From: [Casey](#)
To: [Pan, Katharine@BCDC](mailto:Pan,Katharine@BCDC)
Subject: I support the Richmond Bridge Path
Date: Thursday, May 2, 2024 12:58:03 PM

You don't often get email from caseyfrost13@gmail.com. [Learn why this is important](#)

Please keep the bridge path. Alternatives to driving are the only way we save the climate and our health.

Thank you,
Casey Frost

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: Blurton, Dominic
Cc: Pan, Katharine@BCDC
Subject: RE: Zoom Meeting 5/2 re public comments on RSR bridge (I did not get to comment but you said you would read submitted comments)
Date: Friday, May 3, 2024 12:45:19 PM

Thank you for the public comment and we very much appreciate knowing your views and your taking the time to provide comments to the Commission. We will let you know once the subject matter is back on the agenda for Commission consideration.

Again, thank you for your interest in the work of the Commission.

How to Provide Comments and Comment Time Limits

Pursuant to state law, the Commission is currently conducting its public meetings in a “hybrid” fashion. Each meeting notice will specify (1) where the meeting is being primarily held physically, (2) all teleconference locations, which will be publicly-accessible, and (3) the ZOOM virtual meeting link. If you would like to comment at the beginning of the meeting or on an item scheduled for public discussion, you may do so in one of three ways: (1) being present at the primary physical or a teleconference meeting location; (2) emailing comments in advance to publiccomment@bcdca.gov until 10 a.m. on the day of the meeting; and (3) participating via ZOOM during the meeting.

Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center
375 Beale St., Suite 510
San Francisco, CA 94105
info@bcdca.gov | www.bcdca.gov
Main Office Number: (415) 352-3600

-----Original Message-----

From: Blurton, Dominic <DBlurton@stanfordchildrens.org>
Sent: Thursday, May 2, 2024 7:07 PM
To: BCDC PublicComment <publiccomment@bcdca.gov>
Subject: Zoom Meeting 5/2 re public comments on RSR bridge (I did not get to comment but you said you would read submitted comments)

[Some people who received this message don't often get email from dblurton@stanfordchildrens.org. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I enjoyed the meeting today re plans for the RSR bridge but didn't get to comment given the overwhelming turnout that seemed majority pro- keeping the bridge unchanged and remaining open to non cars users.

Most of the cyclists commenting seemed to be coming into Marin from the east bay.

I live in Mill valley and come from Marin to east bay for work. (Stanford Pediatric Cardiology outreach in Emeryville) I also commute Marin to SF regularly for work across the GGB.

2 years ago I moved to this cyclists paradise you have helped create in the Bay Area from the cyclists nightmare that is Southern California. I feel very safe commuting here given the excellent infrastructure.

Please do not fall into the same trap that my old home of Southern California has by believing that an extra lane will actually help reduce traffic. Do you know parts of the 10 freeway in LA have 22 lanes still there's gridlock!

As you heard during the very thoughtful comments “induced demand” will lead to the same traffic within months

after opening the 3rd lane even to HOVs . This phenomenon has been proven around the world not just in car-centric Los Angeles. I understand that when you think about it a 33% increase in number of car lanes sounds like it will lessen traffic but the unfortunate truth is that it won't! Please Don't ignore history or history will repeat itself.

As you also heard in comments e-bikes are a game changer! they allow average non Lycra wearing cyclists to become avid commuters. They flatten hills but yet do give the user a workout. You choose your level of workout based on your mood/ energy by changing the assist level. They cost a small fraction of a car although I admit they are still expensive. I purchased my current e-bike two years ago as soon as I moved here and so far on Golden Gate Bridge tolls alone I have saved 2k! Thus making my initial investment in an expensive e-bike far less. As you are seeing with electric cars e-bike costs will also fall making it a practical option for many current car only owners in the near future.

E-bikes are the future of single occupancy sustainable transport for the common man. They will in the next few years become a common site on the RSR.

As a pediatric cardiologist who previously worked in southern California and has now worked in SF, Marin and Sonoma counties, in my experience there is remarkably far less childhood obesity, hypertension and hypercholesterolemia in the children of northern versus Southern California.

The abundance of children here using bicycles whether for commuting to school or just social time with friends I see as a major factor in Northern Californias favorable health status when it comes to obesity induced diseases. You do not want to change this positive factor. Multiple studies show parents who ride bikes will have children who ride bikes, so please don't discourage parents from commuting and being a role model to their children. Their Childrens future health may depend on it.

Additional points re mentioned factors during comments- 1: any bike shuttle you offer will not allow the average user to lift their 55lb e-bike easily on to a bus rack. E-bikes on a shuttle will not work.

2: the infrastructure on both sides of the bridge is adequate.

Richmond and on all the way to the bay bridge and in Marin to the larkspur Smart train, ferry or on to the existing bike path system taking you north to Novato or south into San Francisco are excellent! There is nothing left to do to improve them. All it takes is a look at google earth/ Maps and a motivated cyclist who is sick of driving his car to work to safely navigate pre and post bridge routes.

Thanks for reading.

Dominic Blurton MD
Stanford Pediatric Cardiology

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From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Jackson Lester](#); [BCDC PublicComment](#)
Cc: Pan, Katharine@BCDC
Subject: RE: Public Comment - Item 8 RSR Bridge - 5/2/24 BCDC Meeting
Date: Thursday, May 2, 2024 4:00:04 PM
Attachments: [image001.png](#)

Thank you—We are in receipt of the public comment to the San Francisco Bay Conservation and Development Commission.

Reyna Amezcuca
San Francisco Bay Conservation and Development Commission
Bay Area Metro Center
375 Beale St., Suite 510
San Francisco, CA 94105
reyna.amezcua@bcdc.ca.gov
info@bcdc.ca.gov | www.bcdc.ca.gov
Main Office Number: (415) 352-3600



From: Jackson Lester <jacksonlester@gmail.com>
Sent: Thursday, May 2, 2024 3:56 PM
To: BCDC PublicComment <publiccomment@bcdc.ca.gov>
Subject: Public Comment - Item 8 RSR Bridge - 5/2/24 BCDC Meeting

Some people who received this message don't often get email from jacksonlester@gmail.com. [Learn why this is important](#)

Hi All,

Thank you for your time in today's meeting discussing the bike/ped path on the Richmond / San Rafael Bridge! I wanted to provide some comments based on the discussion I heard. I think both of these items could be helpful in directing Caltrans' future proposals.

- The Caltrans representative mentioned that we don't have data about the impact of travel time around incidents from before the shoulder was turned into a multi-use path. If Caltrans didn't keep time series speed data from the past from sensors on the bridge needed for this kind of study, I'm sure Inrix would be happy to sell it to them without having to close the bike/pedestrian path to figure it out.
- A commenter mentioned that there is no reason the number of lanes wouldn't be symmetrical on each side of the bridge - but that doesn't take into account downstream bottlenecks from the bridge. As I understand it, the West side of the bridge leads the vast majority of vehicles to the 580/101 junction that will become more of a substantial bottleneck for Westbound travel if capacity on the bridge is expanded.

Thanks!
Jackson

Jackson Lester
jacksonlester@gmail.com
541-777-0668

From: [Amezcuia, Reyna@BCDC](mailto:Amezcuia_Reyna@BCDC)
To: [Latham, Owen](#)
Subject: RE: Public comment to Richmond Bridge lane closure
Date: Friday, May 3, 2024 12:46:07 PM
Attachments: [image001.png](#)

Thank you for the public comment and we very much appreciate knowing your views and your taking the time to provide comments to the Commission. We will let you know once the subject matter is back on the agenda for Commission consideration.

Again, thank you for your interest in the work of the Commission.

[How to Provide Comments and Comment Time Limits](#)

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Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center
375 Beale St., Suite 510
San Francisco, CA 94105
info@bcdc.ca.gov | www.bcdc.ca.gov
Main Office Number: (415) 352-3600



From: Latham, Owen <olatham@tamdistrict.org>
Sent: Thursday, May 2, 2024 8:26 PM
To: BCDC PublicComment <publiccomment@bcdc.ca.gov>
Subject: Public comment to Richmond Bridge lane closure

Some people who received this message don't often get email from olatham@tamdistrict.org. [Learn why this is important](#)

Hello there,

I sent this letter to Ms. Moulten Peters but she never responded. I also attempted to make a public comment in today's meeting but the public comment session was closed early.

My name is Owen and I am a daily bicycle commuter on the Richmond bridge. I live in El Sobrante and commute to Larkspur, where I work as a special education high school teacher.

As a lifelong bicycle commuter, I believe cycling and public transit use is the most effective way to reduce my carbon footprint. I accepted my job in Marin on the understanding the bike lane would be a fixture of my day-to-day, as I've done with all other occupations I've had in the Bay since I was a teen.

If the bike lane is closed, I will no longer have the means to make it to work. The Golden Gate bus service is infrequent and unreliable, and I am not in a position to afford commuting all the way to Marin in a car on a daily basis, nor would I given the detrimental environmental impact it would have.

If the bike lane is closed, I will be seeking employment in a school district that allows me to bike commute to my campus.

Please keep this important transit option open to cyclists like myself. I enjoy working with Marin families, and I would hate to discontinue my work because there's no way to make it out to the place of my employment.

Thank you for your time.

- Owen

From: Reception@BCDC
To: rng256@berkeley.edu
Cc: [John Gioia](#); [Federal D. Glover](#); Pan, Katharine@BCDC
Subject: RE: Public Comment - Item 8 RSR Bridge - 5/2/24 BCDC Meeting
Date: Friday, May 3, 2024 12:17:49 PM

Thank you — We are in receipt of your public comment and will let you know once the subject matter is back on the agenda for Commission consideration.

How to Provide Comments and Comment Time Limits

Pursuant to state law, the Commission is currently conducting its public meetings in a “hybrid” fashion. Each meeting notice will specify (1) where the meeting is being primarily held physically, (2) all teleconference locations, which will be publicly-accessible, and (3) the ZOOM virtual meeting link. If you would like to comment at the beginning of the meeting or on an item scheduled for public discussion, you may do so in one of three ways: (1) being present at the primary physical or a teleconference meeting location; (2) emailing comments in advance to publiccomment@bcdca.gov until 10 a.m. on the day of the meeting; and (3) participating via ZOOM during the meeting.

Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center
375 Beale St., Suite 510
San Francisco, CA 94105
info@bcdca.gov | www.bcdca.gov
Main Office Number: (415) 352-3600

From: Rachel Ng <rng256@berkeley.edu>
Sent: Thursday, May 2, 2024 4:50 PM
To: BCDC PublicComment <publiccomment@bcdca.gov>
Cc: John Gioia <john.gioia@bos.cccounty.us>; Federal D. Glover <district5@bos.cccounty.us>
Subject: Public Comment - Item 8 RSR Bridge - 5/2/24 BCDC Meeting

Some people who received this message don't often get email from rng256@berkeley.edu. [Learn why this is important](#)

Hello BCDC members,

I am emailing my public comment as the virtual commenting period on Item 8 was cut short this afternoon.

My name is Rachel Ng, and I have been a Richmond resident since 2018. I actually have only used the bike path twice; I basically only drive across the bridge. I support keeping the bike path open 24/7 and oppose reverting it to an emergency shoulder.

I must highlight the public commenter earlier today who drily commented, "I look out my car window all the time on the bridge and see nobody in the bike lane. I think there are more people advocating for the bike lane in this meeting than actually using it." (Paraphrasing him, of course.)

What he said isn't wrong. It might even be objectively true. But despite being a driving user of the bridge like that guy, I can fathom how keeping the bike lane open 24/7 positively impacts me, him, and all drivers. It's really not that difficult to understand how something that benefits others can benefit me as well. (Although all the cyclists' reasons are sensible, fantastic, important, and ones that I support too.)

Reverting the lane will not decrease congestion. Further, I think opening a shoulder makes it even more dangerous to drive across the bridge.

First, the shoulder lane will not decrease congestion. It's a moot point as the toll plaza approach is 7 lanes being squeezed into 2 lanes. The shoulder lane doesn't change the fact that there's still only 2 lanes across the bridge. The option of opening a 3rd traffic lane is not on the table, as some pro-shoulder lane commenters seemed to misunderstand today.

So, secondly, that leaves the other hot topic that causes congestion: breakdowns or accidents that shut down lanes. Breakdowns are unavoidable. Accidents though?

Well, road design affects how safely people drive. With the bike lane barriers up, the perceived narrower lanes encourage safer and slower driver behavior. The Caltrans interim report supports this; "severe injury collisions are down significantly on the upper deck...while they increased on the three-lane lower deck." I've been nearly sideswiped 3 times on the bridge. If having a bike lane open means people are less likely to pull crazy stunts like cutting me off at 45 mph while traffic is going 20 mph with less than 1 foot of clearance, then by all means keep the bike lane open! I'd rather that than getting crushed by a reckless driver.

Third, an increase in road safety across the bridge would decrease the need to even dispatch emergency vehicles and close down lanes in the first place. We can't control flat tires or drivers running out of gas, but we certainly can influence driver behavior in a proven and effective manner.

Finally, there is no guarantee that people will respect the shoulder as it should be used. In fact, it's almost a given that they WON'T treat it as an open, emergency-only lane. Caltrans cites that CHP officers repeatedly see vehicles on the lower deck blatantly misusing the 3rd lane, whether maliciously or not. This is a real problem for tow trucks or first responders that are using or stopped in the shoulder.

Putting dangerous driving behavior and a free-for-all attitude some have towards an open shoulder together, I can't help but imagine the likelihood of a crash between a tow truck and a reckless driver in the shoulder. Oh, wouldn't that be a terrible situation for the thousands of commuting drivers to sit through? It effectively renders the shoulder useless and brings us back to where we started - a third, unusable lane. I'd much rather see peds/riders be able to use it, whether it's 1 person or 10,000 people. That's because the presence of the lane makes driving a safer, more efficient experience.

The findings from the Caltrans interim report draws a clear and obvious cycle. Thinking of eliminating

the bike path? Get ready to re-enable dangerous driving behavior because the road design physically encourages it. People driving dangerously and crazily again? Get ready for (completely avoidable) crashes that cause lane closures. Uptick in crashes or wrecks that close down lanes? Get ready for congestion that has drivers waking up hours earlier to avoid gnarly commute traffic jams. Wouldn't it be absurd to continue inducing and allowing the hell-like levels of traffic that car commuters at today's meeting complained about?

I think you must address root causes of congestion and dangerous driving behavior and leave the bike lane alone. It's not harming drivers or commute time. In fact, the lane could possibly be making it better for all users of the bridge, whether they're drivers or walkers or rollers.

Thank you for the work that you do and considering this issue with detail, care, and nuance.

Rachel Ng

From: Reception@BCDC
To: [Zach Lipton](#)
Subject: RE: Public comment re Richmond-San Rafael Bridge Bay Trail
Date: Thursday, May 2, 2024 4:02:46 PM
Attachments: [image001.png](#)

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center

375 Beale St., Suite 510

San Francisco, CA 94105

info@bcdc.ca.gov | www.bcdc.ca.gov

Main Office Number: (415) 352-3600



From: Zach Lipton <zach@zachlipton.com>
Sent: Thursday, May 2, 2024 3:58 PM
To: Reception@BCDC <reception@bcdc.ca.gov>
Subject: Public comment re Richmond-San Rafael Bridge Bay Trail

You don't often get email from zach@zachlipton.com. [Learn why this is important](#)

I was not able to give a public comment at today's Commission meeting. Please add my comments to the record.

Good afternoon commissioners, Zach Lipton. I bike on the bridge, and I'm asking you to keep the Bay Trail on the Richmond-San Rafael bridge open every single day

What we're talking about here is removing four miles of the Bay Trail and converting it to a breakdown lane for tow trucks. That's more trail than we've built in the past 6 years combined, and in a place where there's no alternative bike or pedestrian crossing for 20 miles in either direction.

I've had the great chance over the course of the pandemic to spend more time getting out and exploring the Bay Area, and a big part of that has been biking on every part of the Bay Trail. And through that, I've gotten to see firsthand just how hard the Commission has worked to ensure the whole Bay Area has access to the really extraordinary resource that is the Bay Trail. So it's really discouraging to see this push to remove such an important part of the Bay Trail, especially as e-bikes have become wildly popular and make the path accessible to more users.

If people are really crashing their cars together so often on the bridge that this is such a frequent problem, I wonder what work is being done to address traffic safety here so that these crashes, these "incidents" as you keep calling them, aren't happening so routinely. If there are really so many incidents that you need an entire lane just to address them, something really no other bridge has, that seems like something is really dangerous and should be addressed in the name of public safety instead of removing the path.

I believe what I heard your experts say earlier is that tire dust is the biggest source of pollution in the Bay, and that is caused by Vehicle Miles Traveled. It's vital for the Bay and our climate goals that reduce VMT. Removing the

trail to widen the highway, whether for a breakdown lane or an HOV lane, would lead to increased VMT, worsen pollution in the Bay, and be a huge step backward for the Bay Trail and for our region's transportation system.

I urge you to listen to the people who use and rely on this path and keep the Bay Trail on the bridge.

Thank you.

From: [Carol Maggio](#)
To: [Marie Gilmore](#)
Subject: Thank you for listening about the Richmond-San Rafael Bridge. The time is now to implement a more permanent solution!
Date: Thursday, June 13, 2024 1:11:05 PM

June 13, 2024 @ 08:00pm

Thank you for listening about the Richmond-San Rafael Bridge. The time is now to implement a more permanent solution!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the permit to be submitted by the Bay Area Toll Authority to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

While only 80-250 cyclists use the westbound bike lane each day, an overwhelming 80,000 vehicle trips are made. This imbalance highlights the urgent need for a solution that better serves most bridge users.

Reopening the third lane would alleviate congestion and reduce the daily stress on thousands of commuters. This change is supported by 80% of Richmond voters, who favor practical solutions that enhance commute efficiency and public health.

Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
Carol Maggio
124 Mabry Way,
San Rafael, CA 94903
Carolnalc214@gmail.com
415-847-1844

From: [Elena Ronquillo](#)
To: [Marie Gilmore](#)
Subject: Please approve BATA's permit application for the Richmond-San Rafael Bridge. Thank you for listening!
Date: Thursday, June 13, 2024 1:30:37 PM

June 13, 2024 @ 08:20pm

Please approve BATA's permit application for the Richmond-San Rafael Bridge. Thank you for listening!

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. With the Bay Area Toll Authority set to submit a permit application for more permanent changes to the Bridge in the coming month, I urge you to support this plan and advocate for comprehensive solutions to our traffic issues.

Daily, tens of thousands of vehicles are bottlenecked on the bridge, severely affecting quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact.

It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

By moving forward with the proposal to reopen the third lane to car traffic during the work week, and allow for the emergency shoulder to serve its purpose for accidents, we can significantly alleviate traffic congestion and demonstrate a commitment to solving one of our community's most pressing issues. This action would resonate well beyond our local area, setting a positive example for other regions struggling with similar challenges.

Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions.

Thank you for your attention and dedication to resolving this critical issue.

Sincerely,
Elena Ronquillo
650 37th St ,
Richmond, CA 94805
nolaca2@gmail.com
510-587-0769

From: [Kathy Guruwaya](#)
To: [Marie Gilmore](#)
Subject: Thank you for listening about the Richmond-San Rafael Bridge. Please approve the BATA permit ASAP!
Date: Thursday, June 13, 2024 1:30:52 PM

June 13, 2024 @ 08:20pm

Thank you for listening about the Richmond-San Rafael Bridge. Please approve the BATA permit ASAP!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

This is a pressing problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority to approve the permit that will be submitted by the Bay Area Toll Authority to enact the very necessary changes to the Bridge that commuters have been waiting for for years. It's past time we close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. These car commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already struggling with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Thank you for your attention to this critical matter.

Sincerely,
Kathy Guruwaya
P.O. Box 862,

Pinole, CA 94564
kguruwaya@yahoo.com
510-417-0534

From: [Maria Alvarado](#)
To: [Marie Gilmore](#)
Subject: I urge you to approve BATA's permit application for the Richmond-San Rafael Bridge.
Date: Thursday, June 13, 2024 1:30:29 PM

June 13, 2024 @ 08:20pm

I urge you to approve BATA's permit application for the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by the Bay Area Toll Authority about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge on a daily basis to combat rising costs of living and an increasingly strained housing market.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Thank you for considering the voices of the vast majority of Richmond residents who support this change. Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue.

Sincerely,
Maria Alvarado
1723 Pine Ave,
San Pablo, CA 94806
flores.mary60@yahoo.com

415-721-2472

August 2, 2024

Larry Goldzband, Executive Director
San Francisco Bay Conservation & Development Commission
375 Beale Street, Suite 510
San Francisco, CA 94105

RE: Richmond-San Rafael Bridge Permit 1997.001.06

Mr. Goldzband,

This letter is to inform you that, at its meeting on July 26, 2024, the West Contra Costa Transportation Commission (WCCTC), previously known as the West Contra Costa Transportation Advisory Committee, passed a resolution relating to the Richmond-San Rafael (RSR) Bridge Pilot and potential amendments to bridge permit 1997.001.06. The signed resolution was approved on a 7-0 vote and is attached. It requests that "The Richmond-San Rafael Bridge Pilot Trail should remain open 24 hours/day, seven days/week until the westbound I-580 ORT/HOV lane extension project is completed, and its impact has been evaluated."

Sincerely,



John Nemeth
Executive Director
WCCTC

**WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE
DOING BUSINESS AS
THE WEST CONTRA COSTA TRANSPORTATION COMMISSION**

RESOLUTION NO. 24-09

**RECOMMENDED CONTINUATION OF THE RICHMOND-SAN RAFAEL
BRIDGE TRAIL PILOT UNTIL AFTER THE COMPLETION OF THE
WESTBOUND I-580 OPEN ROAD TOLLING AND HOV LANE PROJECT**

WHEREAS, Caltrans and the Bay Area Toll Authority (BATA) opened the Richmond-San Rafael Bridge Trail as a four year pilot program on November 16, 2019; and

WHEREAS, the pilot has provided access to the bridge for active transportation modes, in keeping with BCDC's legislative mandate of ensuring "maximum feasible access" to the San Francisco Bay.

WHEREAS, the Richmond-San Rafael Bridge Trail is a useful link in the multi-use San Francisco Bay Trail system that connects the East Bay and North Bay.

WHEREAS, BATA and Caltrans have proposed that the Richmond-San Rafael (RSR) Bridge Trail be used as a breakdown lane for motor vehicles for four days/week while future options are studied; and

WHEREAS, it is not clear, from the UC Berkeley's Partners for Advanced Transportation Technology's After Study (Phase II), or other information, that reverting the pathway back to a shoulder four days/week will provide meaningful traffic relief or safety benefits in the absence of other improvements; and

WHEREAS, BATA plans to implement open road tolling (ORT) and extend the westbound I-580 HOV lane to the bridge by the end of 2025 or early 2026; and

WHEREAS, the westbound I-580 ORT/HOV project could provide meaningful traffic congestion relief and safety benefits to the upstream approach of the bridge; and

WHEREAS, BATA has recently initiated a Design Alternative Assessment (DAA) that considers future alternatives for the upper deck, including a shoulder, an HOV lane, a multi-use path, or some combination of these elements.

WHEREAS, this Board supports the DAA work and continued evaluation of future alternatives; and

WHEREAS, the westbound I-580 ORT/HOV project will very likely be completed sooner than a third vehicular lane (HOV) could be implemented; and

WHEREAS, continuation of the Pilot, without modification until after the opening of the I- 580 ORT/HOV project, would consequently not interfere with the potential implementation of future third vehicular (HOV) lane in the future; and

WHEREAS, continuation of the Pilot, without modification, will save the region about \$1M per year in the cost of movable barrier operations, bike shuttle operations, and signage installation; and

WHEREAS, a proposed bike shuttle would not provide an equivalent level of access for non-automobile users and may have limited frequencies, hours of operation, and ability to transport various types of bicycles;

NOW THEREFORE, BE IT RESOLVED THAT:

The Richmond-San Rafael Bridge Pilot Trail should remain open 24 hours/day, seven days/week until the westbound I-580 ORT/HOV lane extension project is completed, and its impact has been evaluated.

The foregoing Resolution was adopted by the WCCTAC Board at its regular meeting on July 26, 2024, by the following vote:

AYES: R. XAVIER, C. SASAI, P. FADELLI, S. BANA, D. ROBINSON, R. SALTZMAN,
C. PEEPLES

NOES: NONE

ABSTAIN: NONE

ABSENT: J. GIOIA, T. HANSEN
E. MARTINEZ, C. KELLEY

By: Rita C. Xavier
Rita Xavier, Chair

Attest:

John Nemeth
John Nemeth, Executive Director

Approved as to Form:

K. Kokotaylo
Kristopher Kokotaylo, General Counsel

From: [Eric Greenwood](#)
To: [Marie Gilmore](#)
Subject: I urge you to approve BATA's permit application for the Richmond-San Rafael Bridge.
Date: Sunday, August 4, 2024 9:50:09 PM

August 05, 2024 @ 04:40am

I urge you to approve BATA's permit application for the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by the Bay Area Toll Authority about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge on a daily basis to combat rising costs of living and an increasingly strained housing market.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Thank you for considering the voices of the vast majority of Richmond residents who support this change. Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue.

Sincerely,
Eric Greenwood
257 Western Dr,
Richmond, CA 94801
ejg.painter@gmail.com

661-369-1808



August 5, 2024

Subject: Richmond-San Rafael Bridge Trail Pilot Extension

As local nonprofit organizations supporting healthy active transportation and recreation, we are writing with regard to Caltrans' April 24 request to amend Richmond-San Rafael Bridge Permit 1997.001.06 to extend the RSR Bridge Trail Pilot Program.

We request that BCDC add at least one year to the requested June 30, 2025 extension, allowing the pilot program to run to June 30, 2026 or later. This is necessary to allow time to evaluate the benefits of the open road tolling and HOV lane extension projects being carried out by the Bay Area Toll Authority and Caltrans as articulated in Resolution 24-09 adopted by the West Contra Costa Transportation Commission on July 26 resolving that:

“The Richmond-San Rafael Bridge Pilot Trail should remain open 24 hours/day, seven days/week until the westbound I-580 ORT/HOV lane extension project is completed, and its impact has been evaluated.”

Previously in May 2024 [we submitted a coalition letter to BCDC members](#) co-signed by more than 70 local, regional, state, and national active transportation, sustainability, and other related organizations in support of keeping the bridge trail open. Their support extends to this pilot extension proposal.

Thank you,

Robert Prinz
Advocacy Director
Bike East Bay

Warren Wells
Policy & Planning Director
Marin County Bicycle Coalition

Bruce Beyaert
Chair
Trails for Richmond Action Committee

From: [Abad Rivera](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Thursday, August 8, 2024 10:20:08 PM

August 09, 2024 @ 05:10am

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at the BCDC meeting on September 5. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

Daily, tens of thousands of vehicles are bottlenecked on the bridge, severely affecting the quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact.

It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

By moving forward with the proposal to reopen the third lane to car traffic during the work week, and allow for the emergency shoulder to serve its purpose for accidents, we can significantly alleviate traffic congestion and demonstrate a commitment to solving one of our community's most pressing issues. This action would resonate well beyond our local area, setting a positive example for other regions struggling with similar challenges.

Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions.

Thank you for your attention and dedication to resolving this critical issue on September 5!

Sincerely,
Abad Rivera
3328 Ohio Ave, Richmond, California 94804, EE. UU.,
Richmond, CA 94804
Abadriviera77@gmail.com
510-367-0360

From: [Goldzband, Larry@BCDC](mailto:Goldzband.Larry@BCDC)
To: [Rebecca Eisen](#)
Cc: [Pan, Katharine@BCDC](mailto:Pan.Katharine@BCDC)
Subject: RE: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Thursday, August 8, 2024 11:24:52 AM
Attachments: [image002.png](#)

Looks like first meeting in October. Feel free to send them all to us...

Larry Goldzband, Executive Director
San Francisco Bay Conservation and Development Commission
375 Beale St., Ste. 510
San Francisco, CA 94105
Mobile: (925) 818-1751
Office: (415) 352-3653
larry.goldzband@bcdc.ca.gov



From: rebecca eisen <reisen49@gmail.com>
Sent: Thursday, August 8, 2024 11:21 AM
To: Goldzband, Larry@BCDC <larry.goldzband@bcdc.ca.gov>
Subject: Fwd: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Like everyone, I am seeing a lot of these. When will we actually take up this matter?

----- Forwarded message -----

From: Jonathan Fouche <team@speak4.co>
Date: Thu, Aug 8, 2024 at 9:00 AM
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
To: Vice Chair Rebecca Eisen <reisen49@gmail.com>

August 08, 2024 @ 03:50pm

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Vice Chair Rebecca Eisen,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at the BCDC meeting on September 5. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

Daily, tens of thousands of vehicles are bottlenecked on the bridge, severely affecting the quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact.

It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

By moving forward with the proposal to reopen the third lane to car traffic during the work week, and allow for the emergency shoulder to serve its purpose for accidents, we can significantly alleviate traffic congestion and demonstrate a commitment to solving one of our community's most pressing issues. This action would resonate well beyond our local area, setting a positive example for other regions struggling with similar challenges.

Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions.

Thank you for your attention and dedication to resolving this critical issue on September 5!

Sincerely,

Jonathan Fouche

[1312 Pelican Way.](#)

[Richmond, CA 94801](#)

caligator510@gmail.com

510-407-5455

From: [Kristy Kubas](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Thursday, August 8, 2024 1:30:10 PM

August 08, 2024 @ 08:20pm

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority at your September 5 meeting to approve the permit that will enact the very necessary changes to the Bridge that commuters have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. These car commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already struggling with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Thank you for your attention to this critical matter.

Sincerely,

Sincerely,
Kristy Kubas
2450 Standard Ave,
San Pablo, CA 94806
gcubas1@aol.com
415-297-6419

From: [Nicolas Margot](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Thursday, August 8, 2024 9:20:09 PM

August 09, 2024 @ 04:10am

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application on September 5!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge daily to combat rising costs of living and an increasingly strained housing market.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Thank you for considering the voices of the vast majority of Richmond residents who support this change. Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue.

Sincerely,
Nicolas Margot
5725 Panama Ave,

Richmond, CA 94804
nicolas_margot@yahoo.com
650-522-5445

From: [Rita Rodriguez](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Thursday, August 8, 2024 10:40:09 PM

August 09, 2024 @ 05:30am

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at the BCDC meeting on September 5!

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

While only 80-250 cyclists use the westbound bike lane each day, an overwhelming 80,000 vehicle trips are made. This imbalance highlights the urgent need for a solution that better serves most bridge users.

Reopening the third lane would alleviate congestion and reduce the daily stress on thousands of commuters. This change is supported by 80% of Richmond voters, who favor practical solutions that enhance commute efficiency and public health.

Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
Rita Rodriguez
5926 JORDAN AVE,
El Cerrito, CA 94530
ritarodriguezrn@gmail.com
415-990-0859

From: [Janet Aguilera](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Saturday, August 10, 2024 9:40:10 AM

August 10, 2024 @ 04:30pm

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority at your September 5 meeting to approve the permit that will enact the very necessary changes to the Bridge that commuters have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. These car commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already struggling with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Thank you for your attention to this critical matter.

Sincerely,

Sincerely,
Janet Aguilera
2708 Beach Head Way ,
Richmond, CA 94804
aguilera@att.net
510-374-6284

From: [Jeff Magnin](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Saturday, August 10, 2024 5:20:08 AM

August 10, 2024 @ 12:10pm

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application on September 5!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge daily to combat rising costs of living and an increasingly strained housing market.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Thank you for considering the voices of the vast majority of Richmond residents who support this change. Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue.

Sincerely,
Jeff Magnin
217 Washington Ave,

Richmond, CA 94801
jeffmag@sbcglobal.net
310-278-2848

From: [Linda Varonin](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Saturday, August 10, 2024 5:50:07 AM

August 10, 2024 @ 12:40pm

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at the BCDC meeting on September 5!

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

While only 80-250 cyclists use the westbound bike lane each day, an overwhelming 80,000 vehicle trips are made. This imbalance highlights the urgent need for a solution that better serves most bridge users.

Reopening the third lane would alleviate congestion and reduce the daily stress on thousands of commuters. This change is supported by 80% of Richmond voters, who favor practical solutions that enhance commute efficiency and public health.

Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
Linda Varonin
268 sausalito st,
Corte Madera, CA 94925
linda.varonin@gmail.com
415-924-5343

From: [N Kilgour](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Saturday, August 10, 2024 1:30:09 PM

August 10, 2024 @ 08:20pm

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application on September 5!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge daily to combat rising costs of living and an increasingly strained housing market.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Thank you for considering the voices of the vast majority of Richmond residents who support this change. Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue.

Sincerely,
N Kilgour
2316 dolphin drive richmond CA ,

Richmond, CA 94804
bookofsavings@gmail.com
510-233-9949

From: [Terri Lahey](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Monday, August 12, 2024 3:50:08 PM

August 11, 2024 @ 08:40pm

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion approaching and on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at the BCDC meeting on September 5. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

Daily, tens of thousands of vehicles are bottlenecked both approaching the bridge and on the bridge, severely affecting the quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact.

It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

I have personally waited over 45 minutes westbound between the Canal Blvd. entrance ramp to the toll plaza on a weekday morning. More commonly, I travel eastbound and typically see the 580 westbound traffic backed up from 23rd street and sometimes further.

I would prefer to remove the bikeway entirely or at least close it Monday all day through Friday noon.

By moving forward with the proposal to reopen the third lane to car traffic during the work week, and allow for the emergency shoulder to serve its purpose for accidents, we can significantly alleviate traffic congestion and demonstrate a commitment to solving one of our community's most pressing issues. This action would resonate well beyond our local area, setting a positive example for other regions struggling with similar challenges.

Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions.

Thank you for your attention and dedication to resolving this critical issue on September 5!

Sincerely,

Terri Lahey
1327 Sanderling Is., Richmond, CA,
Richmond, CA 94801
terril@sonic.net
650-863-6491

RECEIVED
AUG 13 2024

SAN FRANCISCO BAY CONSERVATION
& DEVELOPMENT COMMISSION

Mr. John Orofino
157 Stanford Ave
Mill Valley, Ca. 94941

8/7/2024

San Francisco Bay Conservation & Development Commission
375 Beale Street, Suite 510
San Francisco, CA 94105

Dear Bay Conservation & Development Commission Board of Directors:

I am writing you today in support of returning the Richmond San Rafael bridge back to its three-lane configuration. The experiment has proven to be a failure. Going to and from the East Bay can take on undue risk for the general population on many levels. To name a few medical emergencies, traffic accidents and higher levels of pollution. It seems that every week there is at least one traffic jam on the bridge which could averted by having a third lane. I have never seen more than FOUR cyclists on the bridge at any given time. This has cost businesses to be less productive as employees cannot get to work on time and individuals attending meetings, family functions and other events. It is time to open all lanes to vehicular traffic. Thank you in advance for changing it.

Sincerely,



John Orofino

From: [John Rogers](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Tuesday, August 13, 2024 12:50:11 PM

August 13, 2024 @ 07:40pm

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application on September 5!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge daily to combat rising costs of living and an increasingly strained housing market.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Thank you for considering the voices of the vast majority of Richmond residents who support this change. Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue.

Sincerely,
John Rogers
PO Box 474,

Ross, CA 94957
jkrogers58@gmail.com
415-407-5358

From: [Leticia Chavez](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Wednesday, August 14, 2024 4:00:10 PM

August 14, 2024 @ 10:50pm

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application on September 5!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

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While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

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Thank you for considering the voices of the vast majority of Richmond residents who support this change. Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue.

Sincerely,
Leticia Chavez
1734 4th st Richmond ca,

Richmond, CA 94801
l35cr77@gmail.com
415-246-4833

From: [Teresa Hurley](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Wednesday, August 14, 2024 11:20:19 AM

August 14, 2024 @ 06:10pm

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at the BCDC meeting on September 5!

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

While only 80-250 cyclists use the westbound bike lane each day, an overwhelming 80,000 vehicle trips are made. This imbalance highlights the urgent need for a solution that better serves most bridge users.

Reopening the third lane would alleviate congestion and reduce the daily stress on thousands of commuters. This change is supported by 80% of Richmond voters, who favor practical solutions that enhance commute efficiency and public health.

Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
Teresa Hurley
626 Humboldt St,
Richmond, CA 94805
teresa_hurley@yahoo.com
510-215-5909

From: [Victoria Ford](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Wednesday, August 14, 2024 7:30:10 PM

August 15, 2024 @ 02:20am

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority at your September 5 meeting to approve the permit that will enact the very necessary changes to the Bridge that commuters have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. These car commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already struggling with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Thank you for your attention to this critical matter.

Sincerely,

Sincerely,
Victoria Ford
1033 Stanford Avenue,
Emeryville, CA 94608
toryford@hotmail.com
415-752-0679

From: [Catherine Ryan](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Thursday, August 15, 2024 7:10:08 AM

August 15, 2024 @ 02:00pm

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at the BCDC meeting on September 5. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

Daily, tens of thousands of vehicles are bottlenecked on the bridge, severely affecting the quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact.

It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

By moving forward with the proposal to reopen the third lane to car traffic during the work week, and allow for the emergency shoulder to serve its purpose for accidents, we can significantly alleviate traffic congestion and demonstrate a commitment to solving one of our community's most pressing issues. This action would resonate well beyond our local area, setting a positive example for other regions struggling with similar challenges.

Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions.

Thank you for your attention and dedication to resolving this critical issue on September 5!

Sincerely,
Catherine Ryan
Berkeley ,
Albany, CA 94706
catherine@lunaproductions.com
510-508-8660

From: [Chris Kekicheff](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Thursday, August 15, 2024 7:54:29 PM

August 16, 2024 @ 02:54am

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at the BCDC meeting on September 5. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

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It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

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Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions.

Thank you for your attention and dedication to resolving this critical issue on September 5!

Sincerely,
Chris Kekicheff
2177 halo lane, alameda,
Alameda, CA 94501
ckekicheff@gmail.com
650-242-6365

From: [Goldzband, Larry@BCDC](mailto:Goldzband.Larry@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan.Katharine@BCDC)
Cc: [Peterson, Sierra@BCDC](mailto:Peterson.Sierra@BCDC)
Subject: FW: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Friday, August 16, 2024 11:51:22 AM
Attachments: [image001.png](#)
[image003.png](#)

See below. Is the note that Stephanie received just a “sign your name/astroturf” email that all Commissioners are receiving?

Larry Goldzband, Executive Director
San Francisco Bay Conservation and Development Commission
375 Beale St., Ste. 510
San Francisco, CA 94105
Mobile: (925) 818-1751
Office: (415) 352-3653
larry.goldzband@bcdc.ca.gov



From: Stephanie MoultonPeters <Stephanie.MoultonPeters@MarinCounty.gov>
Sent: Friday, August 16, 2024 11:12 AM
To: Goldzband, Larry@BCDC <larry.goldzband@bcdc.ca.gov>
Subject: FW: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Hi Larry,

I know I need to set up a call with you to discuss a few things, but I wanted to ask whether we'll be considering this issue at our Sept 5th meeting, and if not, whether it would be possible for you to comment on when this issue would come to the Commission.

I have received hundreds of these emails and have not known how to reply back. If you or your team have any suggestions, I'd appreciate it.

Thank you,
Stephanie

Stephanie Moulton-Peters | District 3

Marin County Board of Supervisors
3501 Civic Center Drive, Suite 329
San Rafael, CA 94903
(415) 473.7331

Sign up for the [Southern Marin Scoop](#) to receive email updates from my office
I invite you to view and participate in [Board of Supervisor meetings](#)



[District 3 Website](#)
[Newsletter archive](#)

From: Jonathan Gibbs <team@peak4.co>

Sent: Thursday, August 15, 2024 1:30 PM

To: Stephanie MoultonPeters <Stephanie.MoultonPeters@MarinCounty.gov>

Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

August 15, 2024 @ 08:20pm

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Commissioner Stephanie Moulton-Peters,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority at your September 5 meeting to approve the permit that will enact the very necessary changes to the Bridge that commuters have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on

average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. These car commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already struggling with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Thank you for your attention to this critical matter.

Sincerely,

Sincerely,

Jonathan Gibbs

4844 Allendale Ave,

Oakland, CA 94619

jonjibbs3856@yahoo.com

510-517-4051

Email Disclaimer: <https://www.marincounty.gov/privacy-policy>

From: [Jonathan Gibbs](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Thursday, August 15, 2024 1:30:16 PM

August 15, 2024 @ 08:20pm

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority at your September 5 meeting to approve the permit that will enact the very necessary changes to the Bridge that commuters have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. These car commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already struggling with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Thank you for your attention to this critical matter.

Sincerely,

Sincerely,
Jonathan Gibbs
4844 Allendale Ave,
Oakland, CA 94619
jongibbs3856@yahoo.com
510-517-4051

From: [Manuel Trujillo](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Thursday, August 15, 2024 8:24:56 PM

August 16, 2024 @ 03:24am

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at the BCDC meeting on September 5!

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

While only 80-250 cyclists use the westbound bike lane each day, an overwhelming 80,000 vehicle trips are made. This imbalance highlights the urgent need for a solution that better serves most bridge users.

Reopening the third lane would alleviate congestion and reduce the daily stress on thousands of commuters. This change is supported by 80% of Richmond voters, who favor practical solutions that enhance commute efficiency and public health.

Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
Manuel Trujillo
425 S27th st Richmond ca,
Richmond, CA 94804
manueltrujillo23@aol.com
510-621-8285

From: [Arisbel Morin](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Friday, August 16, 2024 8:03:40 PM

August 17, 2024 @ 03:03am

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application on September 5!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge daily to combat rising costs of living and an increasingly strained housing market.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Thank you for considering the voices of the vast majority of Richmond residents who support this change. Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue.

Sincerely,
Arisbel Morin
727 monarch ct Richmond ,

San Pablo, CA 94806
arisbelmorin@yahoo.com
415-302-9637

From: [Daniel Allen](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Friday, August 16, 2024 2:44:02 PM

August 16, 2024 @ 09:43pm

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at the BCDC meeting on September 5. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

Daily, tens of thousands of vehicles are bottlenecked on the bridge, severely affecting the quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact.

It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

By moving forward with the proposal to reopen the third lane to car traffic during the work week, and allow for the emergency shoulder to serve its purpose for accidents, we can significantly alleviate traffic congestion and demonstrate a commitment to solving one of our community's most pressing issues. This action would resonate well beyond our local area, setting a positive example for other regions struggling with similar challenges.

Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions.

Thank you for your attention and dedication to resolving this critical issue on September 5!

Sincerely,
Daniel Allen
1060 Alberdan Circle ,
Pinole, CA 94564
dall1975@hotmail.com
510-703-7587

From: [David Ferguson](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Friday, August 16, 2024 8:00:47 PM

August 17, 2024 @ 03:00am

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at the BCDC meeting on September 5. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

Daily, tens of thousands of vehicles are bottlenecked on the bridge, severely affecting the quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact.

It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

By moving forward with the proposal to reopen the third lane to car traffic during the work week, and allow for the emergency shoulder to serve its purpose for accidents, we can significantly alleviate traffic congestion and demonstrate a commitment to solving one of our community's most pressing issues. This action would resonate well beyond our local area, setting a positive example for other regions struggling with similar challenges.

Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions.

Thank you for your attention and dedication to resolving this critical issue on September 5!

Sincerely,
Mr. David Ferguson
908 Vernal Way,
Mill Valley, CA 94941
ddferg@sbcglobal.net
415-326-5345

From: [David Heard](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Friday, August 16, 2024 9:52:35 AM

August 16, 2024 @ 04:52pm

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application on September 5!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge daily to combat rising costs of living and an increasingly strained housing market.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Thank you for considering the voices of the vast majority of Richmond residents who support this change. Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue.

Sincerely,
David Heard
9556 Brockton Ave San Ramon CA,

San Ramon, CA 94583
david.heard@marinmazda.com
958-980-7486

From: [Nathalio Gray](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Friday, August 16, 2024 3:56:16 PM

August 16, 2024 @ 10:56pm

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority at your September 5 meeting to approve the permit that will enact the very necessary changes to the Bridge that commuters have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. These car commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already struggling with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Thank you for your attention to this critical matter.

Sincerely,

Sincerely,
Nathalio Gray
2188 Bluejay Circle,
Pinole, CA 94564
nathaliog@yahoo.com
415-871-5999

From: [Noel Marcos](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Friday, August 16, 2024 10:21:20 PM

August 17, 2024 @ 05:21am

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority at your September 5 meeting to approve the permit that will enact the very necessary changes to the Bridge that commuters have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. These car commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already struggling with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

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Thank you for your attention to this critical matter.

Sincerely,

Sincerely,
Noel Marcos
1908 Garvin Ave Richmond,
Richmond, CA 94801
noelmrcs@yahoo.com
415-573-8506

From: [Ross Campbell](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Friday, August 16, 2024 4:19:26 PM

August 16, 2024 @ 11:18pm

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at the BCDC meeting on September 5!

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

While only 80-250 cyclists use the westbound bike lane each day, an overwhelming 80,000 vehicle trips are made. This imbalance highlights the urgent need for a solution that better serves most bridge users.

Reopening the third lane would alleviate congestion and reduce the daily stress on thousands of commuters. This change is supported by 80% of Richmond voters, who favor practical solutions that enhance commute efficiency and public health.

Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
Ross Campbell
1301 Thomas Dr ,
Martinez, CA 94553
rossgcampbell@yahoo.com
707-333-4657

From: [John Deane](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Saturday, August 17, 2024 5:03:53 PM

August 18, 2024 @ 12:03am

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at the BCDC meeting on September 5!

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Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
John Deane
390 vista grande,
Greenbrae, CA 94904
jdeane@mail.com
415-461-1815

From: [Rene Jimenez](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Saturday, August 17, 2024 1:12:48 AM

August 17, 2024 @ 08:12am

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at the BCDC meeting on September 5!

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Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
Rene Jimenez
1943 Alfreda Blvd, San Pablo CA ,
San Pablo, CA 94806
rene16jimenez@gmail.com
510-685-4178

From: [Rosie B](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Saturday, August 17, 2024 8:18:47 PM

August 18, 2024 @ 03:18am

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at the BCDC meeting on September 5. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

Daily, tens of thousands of vehicles are bottlenecked on the bridge, severely affecting the quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact.

It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

By moving forward with the proposal to reopen the third lane to car traffic during the work week, and allow for the emergency shoulder to serve its purpose for accidents, we can significantly alleviate traffic congestion and demonstrate a commitment to solving one of our community's most pressing issues. This action would resonate well beyond our local area, setting a positive example for other regions struggling with similar challenges.

Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions.

Thank you for your attention and dedication to resolving this critical issue on September 5!

Sincerely,
Rosie B
2960 Gilma Dr.,
San Pablo, CA 94806
rosiecamarena@gmail.com
510-230-9307

From: [Joshua Harper](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Sunday, August 18, 2024 7:20:20 PM

August 19, 2024 @ 02:19am

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority at your September 5 meeting to approve the permit that will enact the very necessary changes to the Bridge that commuters have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. These car commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already struggling with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Thank you for your attention to this critical matter.

Sincerely,

Sincerely,
Joshua Harper
1831 Fruitvale Ave. ,
Oakland, CA 94601
jharper310@gmail.com
510-631-3790

From: [Marie Bowser](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Sunday, August 18, 2024 1:24:29 AM

August 18, 2024 @ 08:23am

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application on September 5!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge daily to combat rising costs of living and an increasingly strained housing market.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Thank you for considering the voices of the vast majority of Richmond residents who support this change. Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue.

Sincerely,
Marie Bowser
527 Santa Fe Avenue,

Richmond, CA 94801
eiramreswob@gmail.com
510-684-9836

From: [Miguel Martinez](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Sunday, August 18, 2024 3:21:54 PM

August 18, 2024 @ 10:21pm

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at the BCDC meeting on September 5!

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

While only 80-250 cyclists use the westbound bike lane each day, an overwhelming 80,000 vehicle trips are made. This imbalance highlights the urgent need for a solution that better serves most bridge users.

Reopening the third lane would alleviate congestion and reduce the daily stress on thousands of commuters. This change is supported by 80% of Richmond voters, who favor practical solutions that enhance commute efficiency and public health.

Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
Miguel Martinez
530 12th St. ,
Richmond, CA 94801
martinez512@hotmail.com
415-515-6265

From: [Paola Meza](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Sunday, August 18, 2024 6:05:46 AM

August 18, 2024 @ 01:05pm

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority at your September 5 meeting to approve the permit that will enact the very necessary changes to the Bridge that commuters have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. These car commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already struggling with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Thank you for your attention to this critical matter.

Sincerely,

Sincerely,

Paola Meza

321 West Bissell Ave ,

Richmond, CA 94801

projasm753@gmail.com

415-342-0560

From: [Miho Obiraki](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Monday, August 19, 2024 9:29:39 AM

August 19, 2024 @ 04:29pm

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority at your September 5 meeting to approve the permit that will enact the very necessary changes to the Bridge that commuters have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. These car commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already struggling with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Thank you for your attention to this critical matter.

Sincerely,

Sincerely,

Miho Obiraki

1661 Armstrong Ct, Concord, CA,

Concord, CA 94521

omihosf@gmail.com

650-892-9171

From: [Richard Cook](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Monday, August 19, 2024 9:28:41 AM

August 19, 2024 @ 04:28pm

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at the BCDC meeting on September 5. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

Daily, tens of thousands of vehicles are bottlenecked on the bridge, severely affecting the quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact.

It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

By moving forward with the proposal to reopen the third lane to car traffic during the work week, and allow for the emergency shoulder to serve its purpose for accidents, we can significantly alleviate traffic congestion and demonstrate a commitment to solving one of our community's most pressing issues. This action would resonate well beyond our local area, setting a positive example for other regions struggling with similar challenges.

Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions.

Thank you for your attention and dedication to resolving this critical issue on September 5!

Sincerely,
Richard Cook
5968 Cardinet,
Clayton, CA 94517
rcook@warehnamdevelopment.com
415-457-4964

From: [Joseph Saah](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Saturday, August 24, 2024 1:09:51 PM

August 24, 2024 @ 08:09pm

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority at your September 5 meeting to approve the permit that will enact the very necessary changes to the Bridge that commuters have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

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We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Thank you for your attention to this critical matter.

Sincerely,

Sincerely,
Joseph Saah
51 Circle Rd. San Rafael,
San Rafael, CA 94903
jhsaah@gmail.com
510-393-7933

From: [Michael Ng](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Saturday, August 24, 2024 11:36:18 PM

August 25, 2024 @ 06:36am

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at the BCDC meeting on September 5. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

Daily, tens of thousands of vehicles are bottlenecked on the bridge, severely affecting the quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact.

It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

By moving forward with the proposal to reopen the third lane to car traffic during the work week, and allow for the emergency shoulder to serve its purpose for accidents, we can significantly alleviate traffic congestion and demonstrate a commitment to solving one of our community's most pressing issues. This action would resonate well beyond our local area, setting a positive example for other regions struggling with similar challenges.

Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions.

Thank you for your attention and dedication to resolving this critical issue on September 5!

Sincerely,
Michael Ng
130 Rosti,
Hercules, CA 94547
mikeng5@hotmail.com
510-813-2873

From: [Michele Levine](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Wednesday, August 28, 2024 9:08:33 PM

August 29, 2024 @ 04:08am

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at the BCDC meeting on September 5. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

Daily, tens of thousands of vehicles are bottlenecked on the bridge, severely affecting the quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact.

It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

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Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions.

Thank you for your attention and dedication to resolving this critical issue on September 5!

Sincerely,
Michele Levine
2504 Beach Head Way,
Richmond, CA 94804
michelelevine@gmail.com
510-333-0041

From: [Kristy Kubas](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Sunday, August 25, 2024 1:17:27 PM

August 25, 2024 @ 08:17pm

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application on September 5!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge daily to combat rising costs of living and an increasingly strained housing market.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Thank you for considering the voices of the vast majority of Richmond residents who support this change. Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue.

Sincerely,
Kristy Kubas
2450 Standard Ave,

San Pablo, CA 94806
gcubas1@aol.com
415-297-6419

From: [Janice Gartin](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Monday, August 26, 2024 9:03:22 PM

August 27, 2024 @ 04:03am

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application on September 5!

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Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Thank you for considering the voices of the vast majority of Richmond residents who support this change. Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue.

Sincerely,
Janice Gartin
381 Joan Vista St.,

El Sobrante, CA 94803
msgartin@comcast.net
510-206-0524

From: [Marty Wolf](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Tuesday, August 27, 2024 10:50:08 AM

August 27, 2024 @ 05:49pm

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application on September 5!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

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While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Thank you for considering the voices of the vast majority of Richmond residents who support this change. Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue.

Sincerely,
Marty Wolf
20 Glenside Way,

San Rafael, CA 94903
martywolfsf@mac.com
415-298-9098

From: [David Diaz](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Wednesday, August 28, 2024 10:05:57 AM

August 28, 2024 @ 05:05pm

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at the BCDC meeting on September 5!

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

While only 80-250 cyclists use the westbound bike lane each day, an overwhelming 80,000 vehicle trips are made. This imbalance highlights the urgent need for a solution that better serves most bridge users.

Reopening the third lane would alleviate congestion and reduce the daily stress on thousands of commuters. This change is supported by 80% of Richmond voters, who favor practical solutions that enhance commute efficiency and public health.

Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
David Diaz
1118 Otis Dr,
Alameda, CA 94501
davidjavierdiaz@gmail.com
917-453-9836

From: [Rebekah Wilson](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Wednesday, August 28, 2024 10:17:36 PM

August 29, 2024 @ 05:17am

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application on September 5!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge daily to combat rising costs of living and an increasingly strained housing market.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Thank you for considering the voices of the vast majority of Richmond residents who support this change. Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue.

Sincerely,
Rebekah Wilson
1814 Eighth Street,

Berkeley, CA 94710
rebekahnoelw@gmail.com
949-330-9610

From: [Rosana Millan](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Wednesday, August 28, 2024 6:16:00 AM

August 28, 2024 @ 01:15pm

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority at your September 5 meeting to approve the permit that will enact the very necessary changes to the Bridge that commuters have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. These car commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already struggling with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Thank you for your attention to this critical matter.

Sincerely,

Sincerely,
Rosana Millan
611 Summer Ln,
San Pablo, CA 94806
rmillan0225@aol.com
415-342-9155

From: [Che Yih Lim](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Wednesday, September 4, 2024 5:59:45 PM

September 05, 2024 @ 12:55am

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority to approve the permit that will enact the very necessary changes to the Bridge that commuters coming from the Richmond side have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area. The commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already dealing with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Sincerely,

Sincerely,
Che Yih Lim
1 Illes Court,
Novato, CA 94945
cheyih@gmail.com
510-260-6493

From: [Myron Roy](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Wednesday, September 4, 2024 6:20:09 PM

September 05, 2024 @ 01:15am

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at BCDC ASAP!

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

While only 80-250 cyclists use the westbound bike lane each day, an overwhelming 80,000 vehicle trips are made. This imbalance highlights the urgent need for a solution that better serves most bridge users.

Reopening the third lane would alleviate congestion and reduce the daily stress on thousands of commuters. This change is supported by 80% of Richmond voters, who favor practical solutions that enhance commute efficiency and public health.

Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
Dr. Myron Roy
2361 Homestead Circle, Contra Costa County,
San Pablo, CA 94806
roymyron81@gmail.com
510-222-1291

From: [Richard Brucker](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Wednesday, September 4, 2024 5:23:19 PM

September 05, 2024 @ 12:17am

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application ASAP!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge daily to combat rising costs of living and an increasingly strained housing market. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue. It is crucial that we resolve this issue as soon as possible to improve the lives of thousands of daily commuters.

Sincerely,
Richard Brucker

1201 brickyard way,
Richmond, CA 94801
bruckers@earthlink.net
510-236-2062

From: [Robert Goff](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Wednesday, September 4, 2024 9:52:08 AM

August 23, 2024 @ 02:38am

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

“It is time to finally do what's right.”

Sincerely,
Robert Goff
Oakland,
Oakland, CA 94618
bob@yesbob.net
415-492-2122

From: [Sakiko Kono](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Wednesday, September 4, 2024 3:37:46 PM

September 04, 2024 @ 10:33pm

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at BCD. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

Daily, tens of thousands of vehicles are bottlenecked on the bridge, severely affecting the quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area.

It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

By moving forward with the proposal to reopen the third lane to car traffic during the work week, and allow for the emergency shoulder to serve its purpose for accidents, we can significantly alleviate traffic congestion and demonstrate a commitment to solving one of our community's most pressing issues. This action would resonate well beyond our local area, setting a positive example for other regions struggling with similar challenges.

Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions. You also have the chance to improve the lives of thousands of daily commuters.

Thank you for your attention and dedication to resolving this critical issue!

Sincerely,
Sakiko Kono
414 commodore dr,
Richmond, CA 94804
sakikono@gmail.com
415-793-2109

From: [Ben Meek](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Tuesday, October 1, 2024 3:57:49 PM

October 01, 2024 @ 10:51pm

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at BCD. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

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It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

By moving forward with the proposal to reopen the third lane to car traffic during the work week, and allow for the emergency shoulder to serve its purpose for accidents, we can significantly alleviate traffic congestion and demonstrate a commitment to solving one of our community's most pressing issues. This action would resonate well beyond our local area, setting a positive example for other regions struggling with similar challenges.

Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions. You also have the chance to improve the lives of thousands of daily commuters.

Thank you for your attention and dedication to resolving this critical issue!

Sincerely,
Ben Meek
387 Western Drive,
Richmond, CA 94801
benmeekmd@comcast.net
510-235-5059

From: [Carmen Diaz](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Tuesday, October 1, 2024 3:12:46 PM

October 01, 2024 @ 10:06pm

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority to approve the permit that will enact the very necessary changes to the Bridge that commuters coming from the Richmond side have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area. The commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already dealing with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Sincerely,

Sincerely,
Carmen Diaz
1118 Otis Dive,
Alameda, CA 94501
cmdiaz4@yahoo.com
510-703-6444

From: [Darling Hernandez](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Tuesday, October 1, 2024 2:00:28 PM

October 01, 2024 @ 08:53pm

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application ASAP!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge daily to combat rising costs of living and an increasingly strained housing market. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue. It is crucial that we resolve this issue as soon as possible to improve the lives of thousands of daily commuters.

Sincerely,
Darling Hernandez

233 S 7th St,
Richmond, CA 94804
azulcielo.7@icloud.com
510-680-0994

From: [Maureen Fox](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Tuesday, October 1, 2024 3:39:25 PM

October 01, 2024 @ 10:32pm

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at BCDC ASAP!

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

While only 80-250 cyclists use the westbound bike lane each day, an overwhelming 80,000 vehicle trips are made. This imbalance highlights the urgent need for a solution that better serves most bridge users.

Reopening the third lane would alleviate congestion and reduce the daily stress on thousands of commuters. This change is supported by 80% of Richmond voters, who favor practical solutions that enhance commute efficiency and public health.

Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
Maureen Fox
235 Shoreline Court ,
Richmond, CA 94804
mfoxuk40@gmail.com
415-794-2654

From: [Alex Diaz](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Wednesday, October 2, 2024 10:41:33 AM

October 02, 2024 @ 05:38pm

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at BCDC ASAP!

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

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Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
Alex Diaz
2972 GLENSIDE CT,
Concord, CA 94520
alexdanieldiaz@gmail.com
510-205-3847

From: [Laurean Nardone](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Wednesday, October 2, 2024 8:44:31 AM

October 02, 2024 @ 03:40pm

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application ASAP!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge daily to combat rising costs of living and an increasingly strained housing market. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue. It is crucial that we resolve this issue as soon as possible to improve the lives of thousands of daily commuters.

Sincerely,
Laurean Nardone

441 Laurel Avenue,
San Anselmo, CA 94960
Lsnardone@gmail.com
415-484-8894

From: [Penelope Diaz](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Wednesday, October 2, 2024 10:01:38 PM

October 03, 2024 @ 04:55am

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at BCDC. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

Daily, tens of thousands of vehicles are bottlenecked on the bridge, severely affecting the quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area.

It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

By moving forward with the proposal to reopen the third lane to car traffic during the work week, and allow for the emergency shoulder to serve its purpose for accidents, we can significantly alleviate traffic congestion and demonstrate a commitment to solving one of our community's most pressing issues. This action would resonate well beyond our local area, setting a positive example for other regions struggling with similar challenges.

Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions. You also have the chance to improve the lives of thousands of daily commuters.

Thank you for your attention and dedication to resolving this critical issue!

Sincerely,
Penelope Diaz
2855 Jackson st,
Alameda, CA 94501
penelope@hotmail.com
909-987-4783

From: [Roland Halsell](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Wednesday, October 2, 2024 10:54:18 AM

October 02, 2024 @ 05:48pm

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority to approve the permit that will enact the very necessary changes to the Bridge that commuters coming from the Richmond side have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area. The commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already dealing with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Sincerely,

Sincerely,
Roland Halsell
258Tunis Rd,
Oakland, CA 94603
rolandhalsell@yahoo.com
510-915-2014

From: [Wilfredo Molina Romero](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Wednesday, October 2, 2024 8:18:13 AM

October 02, 2024 @ 03:12pm

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at BCDC. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

Daily, tens of thousands of vehicles are bottlenecked on the bridge, severely affecting the quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area.

It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

By moving forward with the proposal to reopen the third lane to car traffic during the work week, and allow for the emergency shoulder to serve its purpose for accidents, we can significantly alleviate traffic congestion and demonstrate a commitment to solving one of our community's most pressing issues. This action would resonate well beyond our local area, setting a positive example for other regions struggling with similar challenges.

Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions. You also have the chance to improve the lives of thousands of daily commuters.

Thank you for your attention and dedication to resolving this critical issue!

Sincerely,
Wilfredo Molina Romero
2676 Kelley Ave,
San Pablo, CA 94806
wilfredo.romerom@icloud.com
510-322-1760

From: [Adrian Diaz](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Thursday, October 3, 2024 10:06:39 AM

October 03, 2024 @ 04:17pm

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application ASAP!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge daily to combat rising costs of living and an increasingly strained housing market. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue. It is crucial that we resolve this issue as soon as possible to improve the lives of thousands of daily commuters.

Sincerely,
Adrian Diaz

2855 Jackson St. Apt 101,
San Francisco, CA 94115
adrian.david.diaz@gmail.com
510-457-8392

From: [Doniel Ellis](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Friday, October 4, 2024 11:11:34 AM

October 04, 2024 @ 06:10pm

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at BCDC ASAP!

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

While only 80-250 cyclists use the westbound bike lane each day, an overwhelming 80,000 vehicle trips are made. This imbalance highlights the urgent need for a solution that better serves most bridge users.

Reopening the third lane would alleviate congestion and reduce the daily stress on thousands of commuters. This change is supported by 80% of Richmond voters, who favor practical solutions that enhance commute efficiency and public health.

Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
Doniel Ellis
1051 San Anselmo Ave,
San Anselmo, CA 94960
ellisdoniel@gmail.com
415-637-3941

From: [Arisbel Morin](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Saturday, October 5, 2024 5:10:19 AM

October 05, 2024 @ 12:10pm

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at BCDC ASAP!

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

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Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
Arisbel Morin
727 Monarch Ct,
San Pablo, CA 94806
arisbelmorin@yahoo.com
415-302-9637

From: [Barbara Hollis](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Friday, October 11, 2024 1:16:51 PM

October 11, 2024 @ 08:16pm

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application ASAP!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge daily to combat rising costs of living and an increasingly strained housing market. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue. It is crucial that we resolve this issue as soon as possible to improve the lives of thousands of daily commuters.

Sincerely,
Barbara Hollis

20 Locust Avenue ,
Kentfield, CA 94904
bchollis@yahoo.com
510-918-7261

From: [Paul Meyerhof](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Friday, October 11, 2024 1:27:43 PM

October 11, 2024 @ 08:27pm

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at BCDC. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

Daily, tens of thousands of vehicles are bottlenecked on the bridge, severely affecting the quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area.

It is important to note that the bike lane on the westbound portion of the bridge is underused, serving only a small number of cyclists compared to the overwhelming majority who commute by car. Around 80,000 car trips are made across the bridge daily, and these individuals desperately need a more efficient route.

By moving forward with the proposal to reopen the third lane to car traffic during the work week, and allow for the emergency shoulder to serve its purpose for accidents, we can significantly alleviate traffic congestion and demonstrate a commitment to solving one of our community's most pressing issues. This action would resonate well beyond our local area, setting a positive example for other regions struggling with similar challenges.

Please remember that an overwhelming 80% of Richmond voters support this initiative, clearly showing public support for practical, effective transportation solutions.

Your leadership can significantly improve our daily lives and restore confidence in our local government's ability to provide sensible and responsive solutions. You also have the chance to improve the lives of thousands of daily commuters.

Thank you for your attention and dedication to resolving this critical issue!

Sincerely,
Paul Meyerhof
329 Ramona Ave,
El Cerrito, CA 94530
pbm23@hotmail.com
510-366-4434

From: [Ryan Koehne](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Friday, October 11, 2024 10:03:40 AM

October 11, 2024 @ 05:03pm

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority to approve the permit that will enact the very necessary changes to the Bridge that commuters coming from the Richmond side have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area. The commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already dealing with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Sincerely,

Sincerely,
Ryan Koehne
4214 Garden Ln,
El Sobrante, CA 94803
rakoehne9@yahoo.com
707-486-6030

From: [Thomas Scott](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Friday, October 11, 2024 8:21:28 AM

October 11, 2024 @ 03:21pm

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at BCDC ASAP!

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

While only 80-250 cyclists use the westbound bike lane each day, an overwhelming 80,000 vehicle trips are made. This imbalance highlights the urgent need for a solution that better serves most bridge users.

Reopening the third lane would alleviate congestion and reduce the daily stress on thousands of commuters. This change is supported by 80% of Richmond voters, who favor practical solutions that enhance commute efficiency and public health.

Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
Thomas Scott
5612 Vista Drive,
San Pablo, CA 94806
mika@drummingmagic.com
415-482-1610

From: [Alvaro Pazos](#)
To: [Marie Gilmore](#)
Subject: Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.
Date: Sunday, October 13, 2024 1:03:30 AM

October 13, 2024 @ 08:03am

Please hear the community and approve the permit application for the Richmond-San Rafael Bridge on September 5.

Dear Mayor Marie Gilmore,

As a resident deeply concerned with our community's well-being, I appreciate your attention to finding solutions for the grave traffic issues on the Richmond-San Rafael Bridge. As a BCDC commissioner, you not only have the opportunity to address one of the Bay Area's worst transportation inequities, but you can set a much-needed example that our local government authorities can take the tangible steps needed to make daily life easier for residents.

Please approve BATA's permit application ASAP!

Our community has long suffered from the inaccessibility of the third lane, which significantly affects daily life. The upcoming opportunity to approve the permit to be submitted by BATA about enacting changes to the bridge presents a critical opportunity to revisit this plan and comprehensively address the extensive traffic issues affecting bridge commuters.

Traffic congestion disrupts daily lives, disproportionately affecting the working class people who must commute across the bridge daily to combat rising costs of living and an increasingly strained housing market. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area.

While only 80-250 cyclists utilize the westbound bike lane daily, car trips exceed 80,000. Most of these commuters have no alternative routes, enduring long travel times that exacerbate their daily stress and reduce their overall quality of life.

Given these conditions, your support in moving forward with the proposal to reopen the third lane would alleviate the immediate transportation inequities and set a precedent for addressing significant community challenges across the Bay Area and beyond.

Nearly 80% of voters favor dedicating the third lane to carpools and transit during peak morning hours, which highlights the community's strong preference for practical transportation solutions that reflect our needs.

Your decisive action can significantly enhance community trust and well-being, showing that practical, equitable solutions to our problems are possible. We trust in your leadership to make the right decision to restore efficiency and equity to our transportation system.

Thank you for your dedicated service and attention to this pressing issue. It is crucial that we resolve this issue as soon as possible to improve the lives of thousands of daily commuters.

Sincerely,
Alvaro Pazos

2024 Bush ave,
San Pablo, CA 94806
alvaro.pazos@att.net
415-713-8217

From: [Debbie Smith](#)
To: [Marie Gilmore](#)
Subject: Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.
Date: Monday, October 14, 2024 1:38:30 PM

October 10, 2024 @ 10:00pm

Dear Commissioner: Please act now to fix the Richmond-San Rafael Bridge.

Dear Mayor Marie Gilmore,

I am writing to you as a concerned citizen regarding the urgent need to reopen the third lane on the Richmond-San Rafael Bridge.

The persistent traffic congestion on this bridge, a vital artery for daily commuters, has significantly impacted our community. I urge you to support the plan to close the bike lane during the week and restore the emergency shoulder on the Bridge at BCDC. We are counting on you, as one of the public officials who will make this decision, to take decisive action and help bring about a comprehensive solution to our transit woes.

Daily, tens of thousands of vehicles are bottlenecked on the bridge, severely affecting the quality of life for people in nearby communities. Our local communities - largely Black and Brown people of color - are bearing the brunt of the traffic impact. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area.

It is important to note that the bike lane on the westbound portion of the bridge is underused, servin

Sincerely,
Debbie Smith
12 Driftwood Ave,
Novato, CA 94945
debbie.smith@blueshieldca.com
415-328-2024

From: [Patrick Cullinane](#)
To: [Marie Gilmore](#)
Subject: This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!
Date: Monday, October 14, 2024 1:38:48 PM

October 10, 2024 @ 09:45pm

This process has gone on long enough, Commissioner. Please act now to fix the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

End the delays! I am a concerned resident advocating for the reopening of the third lane on the Richmond-San Rafael Bridge. Thank you for hearing our voices on this issue.

The lack of a third lane or emergency shoulder on the bridge is a problem that has directly harmed our community for years. I hope that you, as a BCDC commissioner, are making it an urgent priority to approve the permit that will enact the very necessary changes to the Bridge that commuters coming from the Richmond side have been waiting for for years. It's time to close the bike lane during commuting hours and restore the emergency shoulder to prevent further delays caused by accidents.

The closure of the third lane has disproportionately impacted the East Bay's marginalized and frontline communities, and it's why I'm one of thousands calling for change. As you know, on average, only 80-250 bikers use the bike lane daily on the westbound portion of the bridge, whereas 80,000 trips are made daily by car. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area. The commuters have no other alternative to get to and from work each day, and due to the traffic on the bridge, they're forced to navigate increasingly long commute times that cause further strain on their lives. These workers and their families are already dealing with the rising costs of living and increasingly fewer residential options. They shouldn't also have to navigate onerous travel times and additional neighborhood traffic, all in the name of a few daily cyclists.

We urgently need to address this issue. Approving the permit would not only offer a strong start to permanently resolving the inequities of the traffic issue on the Richmond-San Rafael Bridge, but also offer an example to the rest of the Bay Area and the state that our government agencies have the capacity to address some of the biggest challenges facing our communities. The review process for implementing these changes to the bridge has gone on too long. We must have government agencies and a transportation plan that is responsive to the needs of our community. This is your chance to make an impact.

Thank you again for your attention to this urgent matter. While it is clear that there are loud voices in opposition to this proposal, please remember that the vast majority of Richmond residents support it: Eighty percent (80%) of Richmond voters support opening a third lane for carpools and transit on the upper deck of the bridge during the morning commute!

You have the power to make an essential common sense decision that will go a long way towards addressing inequity in the community and restoring faith in our local leadership. Your leadership and action on this issue will be greatly appreciated by me, my fellow supporters, and all of the residents and commuters affected by the current status of the bridge.

Sincerely,

Sincerely,
Patrick Cullinane
5354 Miles Ave.,
Oakland, CA 94618
pbc117@sbcglobal.net
510-420-0415

From: [Terri Lahey](#)
To: [Marie Gilmore](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Monday, October 14, 2024 1:38:44 PM

October 10, 2024 @ 10:11pm

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Mayor Marie Gilmore,

I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

If possible, please give us a 3rd traffic lane, as exists for the eastbound traffic, and close the westbound bike lane through the Friday commute.

Please take decisive action to approve this permit application at BCDC ASAP!

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

While only 80-250 cyclists use the westbound b

Sincerely,
Terri Lahey
1327 Sanderling Is., Richmond, CA,
Richmond, CA 94801
terril@sonic.net
650-863-6497

From: [Michael Wang](#)
To: [Pan, Katharine@BCDC](#)
Cc: [Warren Wells](#)
Subject: Fwd: Richmond-San Rafael Bridge Bike Lane
Date: Wednesday, October 16, 2024 9:26:16 PM
Attachments: [image.png](#)

You don't often get email from mwangarch@gmail.com. [Learn why this is important](#)

WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Re: Richmond San Rafael Bridge Permit Application

Dear Ms. Pan:

I am writing in response to the posted notice regarding proposed changes to the Richmond San Rafael Bridge.

I use the bridge fairly regularly for both car and bicycle travel and want to comment on both of the proposed changes.

1. Eastbound (lower deck): I have noted the impatience and noticeable speed increased in vehicles using the eastbound lower deck in the last 3-4 years. Speed enforcement is not being performed regularly by the CHP, IMO.
2. Westbound (upper deck). IMO, removing the bike lane will do little to alleviate the current congestion on the bridge. There are two reasons behind the congestion:
 - a. The widening then narrowing of lanes at the toll plaza.
 - b. The fact that once you reach the Marin side, there are only 2 traffic lanes. Eliminating the bike lane will only move the pinch point westwards.

The current bike lane offers the only transbay crossing available to cyclists. The grades on the span are reasonable and the lane is used by both pedestrians/runners and cyclists. Ironically, this is one of the safest routes for cyclists as it's one of the few barrier separated routes available to cyclists in the Bay Area. The access from the Richmond side is excellent and connects to a well used cycling path network.

I encourage BCDC to keep the current barrier separated bike lane on the upper span of the bridge. BCDC should be advocating for fewer vehicle trips and usage. The proposed changes are in direct opposition to BCDC's core mission.

Sincerely,

Michael Wang
Corte Madera, CA
mwangarch@gmail.com

San Francisco Bay Conservation and Development Commission

375 Beale Street, Suite 510, San Francisco, California 94105 tel 415 352 3600 fax 888 348 5190

State of California | Gavin Newsom – Governor | info@bcdc.ca.gov | www.bcdc.ca.gov

DATE POSTED: _____

NOTICE OF PERMIT APPLICATION

NOTICE is hereby given that:

THE CALIFORNIA DEPARTMENT OF TRANSPORTATION has applied for a permit to the SAN FRANCISCO BAY CONSERVATION & DEVELOPMENT COMMISSION to:

Make permanent the usage of the eastbound lower deck shoulder as a peak-hour travel lane and modify the operations of the multi-use path on the shoulder of the westbound upper deck, including changing the path to a part-time facility only operating certain days of the week and converting the path to an emergency shoulder on the remaining days.

at a PROPERTY known as:

The Richmond-San Rafael Bridge, between Marin and Contra Costa counties.

Comments or questions on the proposed project should be submitted immediately in writing or by contacting the Commission.

From: [Drew Levitt](#)
To: [Pan, Katharine@BCDC](mailto:Pan.Katharine@BCDC)
Subject: Comment on Richmond-San Rafael Bridge permit application
Date: Tuesday, October 29, 2024 3:29:52 PM

You don't often get email from drew.levitt@gmail.com. [Learn why this is important](#)

WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Dear Katharine,

I write to urge BCDC to *deny* MTC's permit application to convert the mixed-use path on the Richmond-San Rafael Bridge into a vehicle breakdown lane four days a week.

The existing bridge configuration, which allows for non-motorized travel across this critical bridge 24/7, already fulfills BCDC's mandate to provide maximal feasible public access to the Bay. MTC's proposed change, by preventing bicyclists and pedestrians from being able to cross the bridge for most of the week, *reduces* public access to the Bay, both by preventing such travelers from enjoying Bay views from the bridge itself and by drastically reducing non-motorized accessibility to Bay-adjacent destinations on both sides of the bridge.

The Richmond-San Rafael Bridge mixed-use path is an essential link in the regional trail network, without which it is impossible to reach Marin County (and therefore San Francisco) by bike or foot. It is 12 miles from downtown Richmond to downtown San Rafael by bike or foot, via the bridge; if the bridge were closed to non-motorized travel, that distance would increase to an utterly unworkable 90 miles. I sometimes bike from my home in Oakland to San Francisco via Marin County, and MTC's permit application would make this commute trip impossible.

MTC's request also conflicts with multiple regional plans, programs, and policies, notably the San Francisco Bay Trail, which is integral to BCDC's mission, and of which the Bridge is an indispensable part. Furthermore, although those interests pushing for this change continue to deny it, any impartial observer can clearly tell that the long game of this effort is to convert the multi-use path into a third westbound car travel lane, probably 24/7. Doing so would clearly constitute a significant and unavoidable environmental impact in terms of induced vehicle miles of travel and greenhouse gas emissions. Considering the disastrous consequences of climate change on the sensitive environmental resources of the Bay, making ever more space for car travel and ever less space for all other modes of travel is the exact opposite of the policy vision that BCDC and the Bay need.

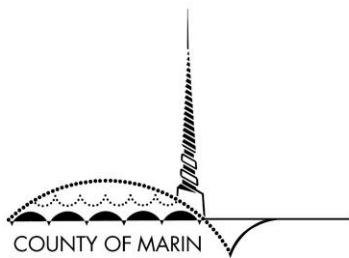
I was very disappointed to see MTC cave to political pressure from short-sighted, self-interested politicians by requesting this permit modification in the first place. Doing so represented a major betrayal of MTC's stated values and vision. I hope BCDC will correctly choose to reject MTC's application, protect non-motorized travel across the Richmond-San Rafael Bridge, and demonstrate a commitment to a sustainable, vibrant future for the Bay and the region.

Thank you for considering my comment.

Sincerely,
- Drew Levitt

--

Drew Levitt
drew.levitt@gmail.com
+1 775 553 8488
Pronouns: he/him/his



BOARD OF SUPERVISORS

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Stephanie Moulton-Peters
3RD DISTRICT

Derek Johnson
COUNTY EXECUTIVE
CLERK OF THE BOARD

Carla Kacmar
ASSISTANT CLERK OF THE BOARD

Marin County Civic Center
3501 Civic Center Drive
Suite 329
San Rafael, CA 94903
415 473 7331 T
415 473 3645 F
415 473 6172 TTY
MarinCounty.gov/board

November 5, 2024

Board of Directors
San Francisco Bay Conservation & Development Commission
375 Beale Street, Suite 510
San Francisco, CA 94105

Re: Support for proposed modifications of the Richmond-San Rafael Bridge Upper Deck pilot to convert the westbound shoulder lane from a 24/7 multi-use path to an emergency lane Monday through Thursday

Dear Chair Wasserman and Commissioners,

On behalf of the Marin County Board of Supervisors, I write in support of the current proposal to extend the current Richmond-San Rafael Bridge Upper Deck pilot to convert the westbound shoulder lane from a 24/7 multi-use path to a part-time emergency lane Monday through Thursday.

Our Board is appreciative that regional agencies continue to prioritize the urgency of addressing traffic congestion on the Richmond-San Rafael Bridge. This bridge is a vital transportation corridor, carrying nearly 80,000 vehicles per day, and serves as a key commute corridor for thousands of workers, including teachers, healthcare professionals, government employees, and construction workers. The viability of the East Bay-Marín County commute over this bridge is crucial to our local economy.

The traffic congestion experienced on the bridge during the westbound morning commute not only detracts from the personal lives and well-being of many commuters serving our community, but also increased fuel consumption from traffic delays and congestion worsens environmental degradation and greenhouse gas emissions, leading to poorer air quality and contributing to climate change.

We recognize that the long-term solution to commute traffic is 1) significant transportation infrastructure improvements on both sides of the bridge and 2) more affordable, workforce housing in Marin County. To those ends, our Board supports MTC's Richmond-San Rafael (RSR) Forward initiative, which offers a comprehensive set of strategies to alleviate congestion on local streets on the Richmond side of the bridge. Additionally, Marin's state-approved Housing Element identifies sites for more than 5,200 possible residences over the next 8 years to ensure the County's affordable housing goals are met, and our Board continues to make significant investments in affordable housing preservation and production throughout Marin.

However, the current proposal presents an important short-term opportunity to potentially improve commute traffic for those traveling from Contra Costa County to Marin daily. The current barrier-separated multi-use path on the upper deck of the Richmond San Rafael bridge opened in November 2019 as a multi-year pilot, and has provided important, safe transbay bicycle/pedestrian crossing between Marin and Contra Costa. However, its impact on vehicle commute traffic has been mixed. The multi-use path is used significantly more frequently on weekends than weekdays (360 cycle trips per day vs. 140 per day on weekdays, for both directions) and most bike/ped trips (85%) are for recreation or exercise. While data shows that westbound morning congestion has **not**

increased, it does show a 33% increase in traffic incidents during AM weekday commute and thus greater variability in commute time, compared to before the multi-use path was installed.

We understand that your Commission will consider a proposal approved by the Bay Area Toll Authority (BATA) Commissioners in May 2024 to extend the upper deck pilot with modifications: to move the barrier weekly to allow for an emergency shoulder (breakdown lane) Monday to Thursday, and allow for the multi-use path Thursday to Sunday. A bike shuttle would be available to cyclists and pedestrians to cross the bridge during days when the path is not open.

In consideration of the overall potential impacts to Marin and east bay residents and commuters, as well as multi-use path users, our Board urges your **support** of this proposed modified pilot for the following reasons:

1. The multi-use path is being used. However, nearly **twice as many cyclists use it during weekends compared to weekdays**. The proposed Monday-Thursday breakdown lane allows cyclists and pedestrians continued access to the path during the highest-use days, and a bike shuttle will ensure cyclists can continue to cross the bridge when the multi-use path is closed.
2. **Marin employers** have conveyed that increased delays associated with traffic incidents significantly **affect recruitment and retention**. While the multi-use path and barrier installation has not resulted in an increase in overall travel time during peak AM commute, it has resulted in more traffic incidents and thus greater variability in the morning commute time. Those who work in-person jobs with relatively inflexible schedules (teachers, healthcare professionals, public safety) are affected the most by long, unpredictable delays due to incidents.
3. Currently, the lack of an emergency lane means **significant delays for emergency personnel to reach an incident**. Moving the barrier during peak AM commute would not only reduce the resulting delay (since two lanes could remain open) – but would also allow medical or fire personnel to utilize the lane to reach an incident faster.
4. Data from the upper deck modified pilot will **inform long-term decisions** as to whether a breakdown lane has a meaningful impact on reducing the variability of travel times during the peak AM commute.
5. The modified pilot will also allow MTC staff to **evaluate the feasibility** and potential impacts of using the shoulder on the upper deck for an **HOV/carpool lane**. This is expected to provide more information for future options to make use of the limited lane resources on the bridge.

We thank you for your consideration of these points as you deliberate options for this important transportation corridor, and we look forward to continuing our partnership in addressing regional transportation challenges.

Sincerely,



Dennis Rodoni
President, Marin County Board of Supervisors

Cc: Marin County Board of Supervisors
State Senator Mike McGuire
Assemblymember Damon Connolly

From: [Bruce Beyaert](#)
To: [Pan, Katharine@BCDC](#); [Tomerlin, Ashley@BCDC](#)
Cc: [John Gioia](#); [Cesar Zepeda](#); [Goldzband, Larry@BCDC](#); [Ross, Harriet@BCDC](#); [John Nemeth](#); [David Lewis](#); [Robert Prinz](#); [Dani Lanis](#); [Warren Wells](#); [Bruce Brubaker](#)
Subject: Congestion on I-580 Westbound
Date: Friday, November 8, 2024 8:33:09 AM
Attachments: [WCCTC Letter to BCDC - 8-2-24.pdf](#)

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Katherine and Ashley,

This past Wednesday, I left Richmond at 7:30 AM to drive to the North Bay and found that traffic was backed up past the Marina Bay Parkway and moving at snail's pace of about 5 mph all the way through the toll plaza area and on to the RSR Bridge. However, once on the bridge every car was sailing along at around the 55 mph speed limit. This illustrates that traffic congestion has nothing to do with the [Richmond San Rafael Bridge Trail](#) during a normal weekday morning commute period when there are no automobile incidents. Rather, it results from cars and trucks jockeying for position at the Castro Street entrance ramp and in the toll plaza area as the freeway expands from three to seven lanes and back down to two. This not only slows traffic, it leads to accidents such as side swipes and collisions on the approach to the bridge.

It is clear that the RSR Forward improvements being designed for the Castro Street/Canal Blvd freeway entrances, Open Road Tolling and the HOV lane extension are central to reducing the weekday morning commute time between the East Bay and North Bay. This supports the attached resolution sent to Executive Director Goldzband by the West Contra Costa Transportation Commission, representing all five cities of western Contra Costa, recommending that “The Richmond-San Rafael Bridge Pilot Trail should remain open 24 hours/day, seven days/week until the westbound I-580 ORT/HOV lane extension project is completed, and its impact has been evaluated”. The “Whereas” portion of the attached resolution lays out clearly the basis for this recommendation.

Bruce

Bruce Beyaert, TRAC Chair
baytrailtrac@gmail.com
tel. 510-235-2835
<http://www.pointrichmond.com/baytrail/>
<http://www.ci.richmond.ca.us/109/TRAC>

From: Goldzband, Larry@BCDC
To: Pan, Katharine@BCDC
Subject: Fwd: Public Comment on Richmond-San Rafael Bridge Bike Lane
Date: Sunday, November 17, 2024 10:09:05 AM

For the record.

Larry Goldzband

Cell: (925) 818-1751

Office: (415) 352-3653

Sent from my iPhone

Begin forwarded message:

From: Brennan Meier <brennan.r.meier@gmail.com>
Date: November 17, 2024 at 9:52:36 AM PST
To: "Goldzband, Larry@BCDC" <larry.goldzband@bcdca.gov>
Subject: Public Comment on Richmond-San Rafael Bridge Bike Lane

You don't often get email from brennan.r.meier@gmail.com. [Learn why this is important](#)

WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Hello Mr. Goldzband,

I hope you are doing well. I am looking to express my support of permanently maintaining the bike lane on the Richmond-San Rafael Bridge. I am wondering if the Commission has a method to accept written public comments on matters. If so, would the following be able to be provided to Commission Members?

Dear Members of the San Francisco Bay Conservation and Development Commission,

I am writing to voice my strong opposition to the proposed removal of the bike lane on the Richmond-San Rafael Bridge. This bike lane is a critical component of the Bay Area's transportation network, promoting sustainable mobility, reducing congestion, and encouraging healthier commuting alternatives.

Since its implementation, the bike lane has provided a safe and reliable option for cyclists and pedestrians to traverse the bridge, fostering greater connectivity across the region. Removing it would not only undermine efforts to reduce greenhouse gas emissions but also disregard the significant public investment made in creating this essential infrastructure.

The Bay Area is a leader in sustainability and active transportation

initiatives. Eliminating the bike lane would be a step backward, prioritizing short-term convenience over long-term environmental and community benefits.

I urge the Commission to prioritize equity, sustainability, and forward-thinking solutions by preserving and improving the bike lane on the Richmond-San Rafael Bridge.

Thank you for your attention to this important matter. I hope my comments will contribute to a decision that supports the Bay Area's goals for a greener, healthier, and more connected future.

Sincerely,
Brennan Meier
Oakland, CA

Please let me know how to best provide comments on the matter.

Best,

Brennan

From: Reception@BCDC
To: [Pan, Katharine@BCDC](mailto:Pan,Katharine@BCDC)
Subject: FW: Opposition to Removal of the Protected Bike/Pedestrian Lane on the San Rafael-Richmond Bridge
Date: Monday, November 18, 2024 8:39:48 AM

Hi Katharine,

FYI...

Thanks so much,
Reyna

From: Christopher Mendez <chrismendez025@gmail.com>
Sent: Sunday, November 17, 2024 9:49 AM
To: Reception@BCDC <reception@bcdc.ca.gov>
Subject: Opposition to Removal of the Protected Bike/Pedestrian Lane on the San Rafael-Richmond Bridge

You don't often get email from chrismendez025@gmail.com. [Learn why this is important](#)

WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Dear Commissioners,

I am writing to express my strong opposition to the proposed removal of the protected bike and pedestrian lane on the San Rafael-Richmond Bridge in favor of a car breakdown lane. This move would be a significant step backward for sustainable transportation, public safety, and the long-term vision for a connected and environmentally conscious Bay Area.

The protected bike and pedestrian lane on the bridge is not merely a convenience; it is an essential resource for promoting active transportation, reducing vehicle congestion, and improving public health. Since its implementation, this lane has provided thousands of cyclists and pedestrians a safe, car-free passage across the Bay, offering a critical link between communities. Its removal would strip residents of a valuable asset that aligns with California's broader goals of reducing greenhouse gas emissions and encouraging alternative modes of transportation.

Replacing this progressive infrastructure with a car breakdown lane sends the wrong message at a time when we should be prioritizing environmental stewardship and equitable transit options. Moreover, it undermines the region's commitment to fostering sustainable, multimodal transportation networks.

The argument for this change is short-sighted, prioritizing temporary convenience for motorists over long-term benefits for the community and environment. The resources proposed for this project would be better spent on enhancing existing bike and pedestrian pathways, improving traffic management, or investing in public transit solutions that address congestion without compromising active transportation infrastructure.

I urge you to reconsider this proposal and explore alternatives that maintain and enhance the

protected bike and pedestrian lane while addressing motorist concerns in a more forward-thinking manner. The Bay Area deserves infrastructure that reflects its values of sustainability, inclusivity, and innovation—not a regression to car-centric policies of the past.

Thank you for your attention to this matter. I look forward to your leadership in protecting the progress we have made toward a more connected and sustainable Bay Area.

Sincerely,

Christopher Mendez

1760 9th Street

Oakland, CA 94607



73 Belvedere Avenue
Richmond, CA 94801
Phone/Fax 510-235-2835
tracbaytrail@earthlink.net

November 19, 2024

Via Email:

SUBJECT: Caltrans Requested Amendment No. 6 to BCDC Richmond-San Rafael Bridge Permit No.1997.001

Ms. Katherine Pan, Shoreline Development Unit Manager
Bay Conservation & Development Commission
San Francisco, CA

Dear Ms. Pan,

TRAC, the Trails for Richmond Action Committee, believes that Caltrans current request to amend Permit No.1997.001 to close the [Richmond-San Rafael Bridge Trail](#) four days/week is inconsistent with the Findings and Declarations of McAteer-Petris Act Section 66602 and the Public Access Policies of the Bay Plan requiring “maximum feasible access” to San Francisco Bay.

24/7 Operation of the RSR Bridge Trail is Feasible:

Five years of operation have demonstrated that seven days/week operation of the Richmond-San Rafael Bridge Trail has been successful and is feasible. Moreover, the After Study prepared by UC Berkeley’s Partners for Advanced Transportation Technology group concluded the operation of the trail did not significantly increase traffic congestion on I-580 westbound, crashes on the bridge or crash clearance times. Therefore, closing of the trail would be inconsistent with BCDC’s legislative mandate and the Bay Plan requirement to provide “maximum feasible access” to the Bay.

The RSR Bridge Trail is a key section of the multi-use San Francisco Bay Trail linking the East Bay and North Bay. Bicyclists and pedestrians combined have enjoyed over 420,000 trips across the bridge for transportation and recreation since it opened in November 2019. Bicyclist usage is the highest of BATA’s six State-owned toll bridges, including the San Francisco-Oakland Bay Bridge multi-use trail.

On the bridge, the trail provides pedestrians and cyclists with visual access to the Bay. It also provides North Bay residents with active transportation access to 36 miles of San Francisco Bay Trail in Richmond linking a necklace of 12 local, regional, state & national shoreline parks as shown on the attached map. Similarly, East Bay cyclists and pedestrians are provided with access to the scenic Bay Trail running the length of Starkweather Shoreline Park in San Rafael, China Camp State Park and other shoreline parks in Marin County.

UC Berkeley’s Partners for Advanced Transportation Technology group “[After Study](#)” on four years of RSR Bridge Trail operation concluded that providing this access to San Francisco Bay did not significantly increase traffic congestion on I-580 westbound, crashes on the bridge or crash clearance times. Specifically, the report states:

- “... peak-hour travel times across the bridge have only increased by less than a minute, due to slightly slower speeds on the bridge, and been more variable due to the inability

of disabled vehicles to move out of a traffic lane. However, these impacts have not translated into significantly increased congestion upstream of the bridge compared to the 2015 to 2018 average conditions.”

- "There is no statistical evidence that the bridge modifications are producing longer crash-related incidents or changing the location where crashes tend to occur on the bridge.
- "There is no statistical evidence that the modifications are increasing the time needed to clear crashes."

Thus, the RSR Bridge Trail is feasible in terms of operating the bridge for motor vehicle traffic.

Nothing in Caltrans July 26 letter to you requesting closure of the trail demonstrates that it is infeasible to continue operation of the trail seven days/week. Rather, closure of the trail is requested simply to:

“generate data needed to facilitate an ultimate decision on use of the shoulder in this multi-modal corridor” and

“allow better understanding of non-motorized travel and access, the role of the emergency shoulder on incident rates”.

Generating data for a “better understanding” is no justification for shutting down the RSR Bridge Trail and providing less than feasible access to the Bay. The desire to “generate data” for “better understanding” fails the test of showing that it is infeasible to have the trail in operation seven days/week.

Closing the RSR Bridge Trail to create an automobile break down lane make no sense. There was a break down lane before installation of the trail, and UCB’s After Study concluded that the trail did not significantly increase traffic congestion on I-580 westbound, crashes on the bridge or crash clearance times. Furthermore, less than one incident occurs on the bridge on average during a four-day Monday - Thursday commute period as detailed below.

No Statistically Significant Changes in Traffic Incidents:

Caltrans request for a permit amendment states that traffic incidents increased during the weekday morning commute, but fails to recognize that these increases were not statistically significant per UCB’s After Study statements on page 171:

“None of the reported changes are statistically significant at the 95%, 90%, or 85% confidence levels, indicating that they can all be the results of randomness in incident occurrence.”

“While the AM peak period analysis generally points to negative impacts on traffic safety, the statistical analysis indicates that the observed impacts might just be the results of some randomness effects in the types of incidents included in the before and after datasets based on the observed variance across quarters.”

RSR Forward Solutions to Traffic Congestion:

For perspective, less than one incident occurs on the bridge westbound between 6 and 10 AM during the four-day Monday - Thursday period. (12,000 trips/day x 5.5 miles/trip x 4 days x 3.07 incidents/million miles per After Study TABLE 11-7 = 0.81)

Therefore, bridge incidents have nothing to do with traffic congestion and the Richmond-San Rafael Bridge Trail on three days out of four when there are no automobile incidents. Rather, it results from cars and trucks jockeying for position at the Castro Street entrance ramp and in the toll plaza area every day as the freeway expands from three to seven lanes and back down to

two. This not only slows traffic, it leads to accidents such as side swipes and collisions on the approach to the bridge.

BATA's RSR Forward improvements being designed for the Castro Street/Canal Blvd freeway entrances, Open Road Tolling and the HOV lane extension are central to reducing the weekday morning commute time between the East Bay and North Bay. This supports the attached resolution sent to Executive Director Goldzband by the West Contra Costa Transportation Commission, representing all five cities of western Contra Costa, recommending that "The Richmond-San Rafael Bridge Pilot Trail should remain open 24 hours/day, seven days/week until the westbound I-580 ORT/HOV lane extension project is completed, and its impact has been evaluated". The "Whereas" portion of the attached resolution lays out clearly the basis for this recommendation.

Conclusions:

In conclusion, TRAC asks that BCDC deny Caltrans' request to close the RSR Bridge Trail four days/week. Approving this closure would conflict with BCDC's mandate to provide "maximum feasible access" to San Francisco Bay.

Instead, we suggest amending the permit to extend operation of the trail beyond 12/31/25 as the permit now provides and allowing 24/7 operation of the trail at least until the westbound I-580 Open Road Tolling, HOV lane extension and Castro Street/Canal Blvd freeway interchange improvement projects have been completed and the benefits evaluated.

Sincerely,

A handwritten signature in black ink, appearing to read "Bruce Beyaert", with a stylized, flowing script.

Bruce Beyaert, TRAC Chair

cc: John Gioia, Cesar Zepeda, Larry Goldzband, Greg Scharff, Harriet Lai-Ross, David Lewis

Attachments:

Richmond Bay Trail Map

West Contra Costa Transportation Commission Resolution 24-09

Bay Trail

Complete

Incomplete

Connector Trail

Complete

Incomplete

Water Trail site

Water Trail site (planned)

Parks/Open Space

Water Bodies



Welcome to Richmond

Over 36 miles of Bay Trail linking a necklace of 12 shoreline parks

June 2024

August 2, 2024

Larry Goldzband, Executive Director
San Francisco Bay Conservation & Development Commission
375 Beale Street, Suite 510
San Francisco, CA 94105

RE: Richmond-San Rafael Bridge Permit 1997.001.06

Mr. Goldzband,

This letter is to inform you that, at its meeting on July 26, 2024, the West Contra Costa Transportation Commission (WCCTC), previously known as the West Contra Costa Transportation Advisory Committee, passed a resolution relating to the Richmond-San Rafael (RSR) Bridge Pilot and potential amendments to bridge permit 1997.001.06. The signed resolution was approved on a 7-0 vote and is attached. It requests that "The Richmond-San Rafael Bridge Pilot Trail should remain open 24 hours/day, seven days/week until the westbound I-580 ORT/HOV lane extension project is completed, and its impact has been evaluated."

Sincerely,



John Nemeth
Executive Director
WCCTC

**WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE
DOING BUSINESS AS
THE WEST CONTRA COSTA TRANSPORTATION COMMISSION**

RESOLUTION NO. 24-09

**RECOMMENDED CONTINUATION OF THE RICHMOND-SAN RAFAEL
BRIDGE TRAIL PILOT UNTIL AFTER THE COMPLETION OF THE
WESTBOUND I-580 OPEN ROAD TOLLING AND HOV LANE PROJECT**

WHEREAS, Caltrans and the Bay Area Toll Authority (BATA) opened the Richmond-San Rafael Bridge Trail as a four year pilot program on November 16, 2019; and

WHEREAS, the pilot has provided access to the bridge for active transportation modes, in keeping with BCDC's legislative mandate of ensuring "maximum feasible access" to the San Francisco Bay.

WHEREAS, the Richmond-San Rafael Bridge Trail is a useful link in the multi-use San Francisco Bay Trail system that connects the East Bay and North Bay.

WHEREAS, BATA and Caltrans have proposed that the Richmond-San Rafael (RSR) Bridge Trail be used as a breakdown lane for motor vehicles for four days/week while future options are studied; and

WHEREAS, it is not clear, from the UC Berkeley's Partners for Advanced Transportation Technology's After Study (Phase II), or other information, that reverting the pathway back to a shoulder four days/week will provide meaningful traffic relief or safety benefits in the absence of other improvements; and

WHEREAS, BATA plans to implement open road tolling (ORT) and extend the westbound I-580 HOV lane to the bridge by the end of 2025 or early 2026; and

WHEREAS, the westbound I-580 ORT/HOV project could provide meaningful traffic congestion relief and safety benefits to the upstream approach of the bridge; and

WHEREAS, BATA has recently initiated a Design Alternative Assessment (DAA) that considers future alternatives for the upper deck, including a shoulder, an HOV lane, a multi-use path, or some combination of these elements.

WHEREAS, this Board supports the DAA work and continued evaluation of future alternatives; and

WHEREAS, the westbound I-580 ORT/HOV project will very likely be completed sooner than a third vehicular lane (HOV) could be implemented; and

WHEREAS, continuation of the Pilot, without modification until after the opening of the I- 580 ORT/HOV project, would consequently not interfere with the potential implementation of future third vehicular (HOV) lane in the future; and

WHEREAS, continuation of the Pilot, without modification, will save the region about \$1M per year in the cost of movable barrier operations, bike shuttle operations, and signage installation; and

WHEREAS, a proposed bike shuttle would not provide an equivalent level of access for non-automobile users and may have limited frequencies, hours of operation, and ability to transport various types of bicycles;

NOW THEREFORE, BE IT RESOLVED THAT:

The Richmond-San Rafael Bridge Pilot Trail should remain open 24 hours/day, seven days/week until the westbound I-580 ORT/HOV lane extension project is completed, and its impact has been evaluated.

The foregoing Resolution was adopted by the WCCTAC Board at its regular meeting on July 26, 2024, by the following vote:

AYES: R. XAVIER, C. SASAI, P. FADELLI, S. BANA, D. ROBINSON, R. SALTZMAN,
C. PEEPLES

NOES: NONE

ABSTAIN: NONE

ABSENT: J. GIOIA, T. HANSEN
E. MARTINEZ, C. KELLEY

By: Rita C. Xavier
Rita Xavier, Chair

Attest:

John Nemeth
John Nemeth, Executive Director

Approved as to Form:

K. Kokotaylo
Kristopher Kokotaylo, General Counsel



Western Regional Office
304 12th Street, Suite 2A
Oakland, CA 94607
510-992-4662

November 25, 2024

Ms. Katherine Pan, Shoreline Development Unit Manager
Bay Conservation & Development Commission (BCDC)
San Francisco, CA

RE: Caltrans Requested Amendment No. 6 to BCDC Richmond-San Rafael Bridge Permit No.1997.001

Dear Ms. Pan,

Rails to Trails Conservancy (RTC), believes that the California Department of Transportation's (Caltrans) current request to amend Permit No.1997.001 to close the Richmond-San Rafael (RSR) Bridge Trail four days per week is inconsistent with the Findings and Declarations of McAtteer-Petris Act Section 66602 and the Public Access Policies of the Bay Plan requiring "maximum feasible access" to San Francisco Bay.

RTC is the largest trail organization in the country, and we are working to connect all people everywhere by trails and safe active transportation infrastructure. In California, RTC chairs the Bay Area Trails Collaborative (BATC), a coalition of over 50 organizations, agencies, and businesses, developing a 2,600-mile regional trail network. RTC also coordinates the Friends of the Bay Trail, a group of advocates, city & county staff, and other professionals, working to advance the 500-mile Bay Trail. BATC's network vision includes facilities that create a spine of trails, such as the RSR Bridge Trail.

The RSR Bridge Trail is a key section of the San Francisco Bay Trail and the BATC network, linking the East Bay and North Bay. Bicyclists and pedestrians have enjoyed over 420,000 trips across the bridge for transportation and recreation since it opened in November 2019. Bicyclist usage is the highest of the Bay Area Toll Authority's (BATA) six State-owned toll bridges, including the San Francisco-Oakland Bay Bridge multi-use trail.

On the RSR bridge, the trail provides pedestrians and cyclists with visual access to the Bay. It also provides North Bay residents with active transportation access to the Bay Trail in Richmond and twelve local, regional, state & national shoreline parks. Similarly, East Bay cyclists and pedestrians are provided with access to the scenic Bay Trail running the length of Starkweather Shoreline Park in San Rafael, China Camp State Park, and other shoreline parks in Marin County.

Five years of operation have demonstrated that 24/7 operation of the RSR Bridge Trail has been successful and is feasible. Caltrans' request for a permit amendment states that traffic incidents increased during the weekday morning commute but fails to recognize that these increases were not statistically significant nor proven to be correlated with the trail. The After Study prepared by University of California Berkeley's (UCB) Partners for Advanced Transportation Technology group concluded the operation of the trail did not significantly increase traffic congestion on I-580 westbound, crashes on the bridge or crash clearance times. Specifically, the report states:

- "None of the reported changes are statistically significant at the 95%, 90%, or 85% confidence levels, indicating that they can all be the results of randomness in incident occurrence."

- "While the AM peak period analysis generally points to negative impacts on traffic safety, the statistical analysis indicates that the observed impacts might just be the results of some randomness effects in the types of incidents included in the before and after datasets based on the observed variance across quarters."
- "... peak-hour travel times across the bridge have only increased by less than a minute, due to slightly slower speeds on the bridge, and been more variable due to the inability of disabled vehicles to move out of a traffic lane. However, these impacts have not translated into significantly increased congestion upstream of the bridge compared to the 2015 to 2018 average conditions."
- "There is no statistical evidence that the bridge modifications are producing longer crash-related incidents or changing the location where crashes tend to occur on the bridge."
- "There is no statistical evidence that the modifications are increasing the time needed to clear crashes."

Therefore, the RSR Bridge Trail is feasible in terms of operating the bridge for motor vehicle traffic, and closing of the trail would be inconsistent with BCDC's legislative mandate and the Bay Plan requirement to provide "maximum feasible access" to the Bay.

State law defines "feasible" under CEQA as capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors (PRC Section 21061.1). Citizens to Pres. Overton Park, Inc. v. Volpe, 401 U.S. 402, 411 (1971) interprets the term "feasible alternative" in Section 4(f) of the DOT Act as meaning as an alternative that could be accomplished as a "matter of sound engineering." Another federal case defined "feasible" as used in OSHA regulations as meaning "capable of being done, executed, or effected." (Am. ATextile Mfrs. Inst., Inc. v. Donovan, 452 U.S. 490, 507 (1981)).

According to these definitions, nothing in Caltrans' July 26 letter to BCDC requesting closure of the trail demonstrates that it is infeasible to continue operation of the trail seven days per week. Rather, closure of the trail is requested simply to:

"generate data needed to facilitate an ultimate decision on use of the shoulder in this multi-modal corridor" and

"allow better understanding of non-motorized travel and access, the role of the emergency shoulder on incident rates".

Generating data for a "better understanding" is no justification for shutting down the RSR Bridge Trail and providing less than maximum feasible access to the Bay. The desire to "generate data" for "better understanding" fails the test of showing that it is infeasible to have the trail in operation seven days per week.

Closing the RSR Bridge Trail to create an automobile break down lane is unwarranted. There was a break down lane before installation of the trail, and UCB's After Study concluded that the trail did not significantly increase traffic congestion on I-580 westbound, crashes on the bridge, or crash clearance times. Furthermore, fewer than one incident occurs on the bridge on average during a four-day Monday - Thursday commute period (12,000 trips/day x 5.5 miles/trip x 4 days x 3.07 incidents/million miles per After Study TABLE 11-7 = 0.81). There is no evidence that these incidents result from the trail, but rather result from traffic merging at the Castro Street entrance ramp and in the toll plaza area every day as the freeway expands from three to seven

lanes and back down to two (UC Berkeley After Study).

BATA's RSR Forward improvements being designed for the Castro Street/Canal Blvd freeway entrances, Open Road Tolling, and the HOV lane extension are central to reducing the weekday morning commute time between the East Bay and North Bay. This supports the attached resolution sent to Executive Director Goldzband by the West Contra Costa Transportation Commission, representing all five cities of western Contra Costa, recommending that "The Richmond- San Rafael Bridge Pilot Trail should remain open 24 hours/day, seven days/week until the west- bound I-580 ORT/HOV lane extension project is completed, and its impact has been evaluated".

RTC asks that BCDC deny Caltrans' request to close the RSR Bridge Trail four days per week. Approving this closure would conflict with BCDC's mandate to provide "maximum feasible access" to San Francisco Bay. Such closure would not abate congestion, nor reduce collisions or increase response time.

Instead, we suggest amending the permit to extend operation of the trail beyond 12/31/25 as the permit now provides and allowing 24/7 operation of the trail at least until the westbound I-580 Open Road Tolling, HOV lane extension and Castro Street/Canal Blvd freeway interchange improvement projects have been completed and the benefits evaluated.

Sincerely,



Jesse Voremberg
Trail Development Manager, Western Region
Rails to Trails Conservancy



Iman Sylvain
Western Regional Director
Rails to Trails Conservancy

From: Reception@BCDC
To: [Pan, Katharine@BCDC](mailto:Pan,Katharine@BCDC)
Cc: [Amezcu, Reyna@BCDC](mailto:Amezcu,Reyna@BCDC)
Subject: FW: Oppose Any Reductions to Richmond-San Rafael Bridge Bike Access
Date: Tuesday, November 26, 2024 9:49:12 AM

Hi Katharine,

Here is another public comment for the RSRB.

Thanks,

Reception Desk

From: Aaron Kunst <aaronreedkunst@gmail.com>
Sent: Tuesday, November 26, 2024 9:23 AM
To: Reception@BCDC <reception@bcdca.gov>
Subject: Oppose Any Reductions to Richmond-San Rafael Bridge Bike Access

You don't often get email from aaronreedkunst@gmail.com. [Learn why this is important](#)

WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Dear BCDC,

As a resident of Richmond, I am writing to express my strong opposition to any reductions in bike and pedestrian access on the Richmond-San Rafael Bridge. The current proposal to replace the bike lane with an additional car lane undermines critical progress in sustainable transportation, community health, and climate resilience. I urge you to prioritize maintaining and improving this vital bike and pedestrian pathway for the following reasons:

1. Equity and Accessibility

The bike and pedestrian path on the Richmond-San Rafael Bridge provides a rare and essential connection between the East Bay and Marin County for cyclists and pedestrians. Many Richmond residents rely on this access for affordable and sustainable transportation, commuting, and recreation. Removing or limiting this pathway will disproportionately harm lower-income, BIPOC, and environmentally conscious residents who cannot or choose not to drive.

2. Environmental Impact and Climate Goals

Richmond is on the frontlines of climate challenges, and increasing vehicle capacity directly contradicts state and local climate goals. Expanding car lanes temporarily or long-term will lead to more vehicle emissions and congestion. Anyone who was commuting by bike or on foot will now drive a car or take ride share negating efforts to reduce greenhouse gases and promote sustainable alternatives like biking and walking. The bike lane aligns with California's climate objectives, such as the 2023 Scoping Plan, which emphasizes reducing car dependency and expanding active transportation options.

3. Investment in Active Transportation Yields Long-Term Benefits

The current pathway encourages more people to engage in active transportation, improving public health and reducing traffic congestion over time. Removing this connection during the week or anytime will discourage cycling as a viable option, making it harder for local and regional agencies to meet their active transportation and Vision Zero goals. Studies consistently show that investing in bike infrastructure boosts local economies, public health, and community connectivity.

4. Preservation of Public Safety*

The bike lane provides a safe and separated space for cyclists and pedestrians on an otherwise car-dominated corridor. Without this dedicated lane, cyclists would face unsafe conditions, increasing the risk of collisions and fatalities. As a Richmond resident, I have seen firsthand how improving safe bike access fosters a healthier, safer community.

5. Local Support and Usage are Growing

The bike lane is a celebrated resource for Richmond and beyond, attracting visitors, improving quality of life, and connecting regional trails like the Bay Trail. Usage has increased steadily since its implementation, demonstrating clear demand. Richmond has expanded bike infrastructure and has more plans in the works. For example, the wellness trail will now connect to the bay trail, this will bring even more cyclists and bike commuters to the area. Additionally, there are multiple plans to expand dense housing in Richmond which without access to the bridge will significantly increase congestion. Rather than eliminating this amenity, the focus should be on enhancing the pathway with permanent infrastructure to support even more users to grow sustainability.

6. Adding Car Capacity Won't Solve Congestion

Decades of evidence show that adding vehicle lanes only induces more demand, leading to increased traffic congestion rather than reducing it. Shifting resources to expand transit options and improve bike infrastructure is a more effective way to alleviate

congestion and improve mobility across the region. I saw this first hand while visiting friends in Austin Texas. The city expanded lanes including an express lane on their busiest highway into downtown instead of focusing resources on public transportation and active transportation infrastructure. Guess what? After years of traffic due to the road work, it's finally finished and now has more traffic than ever. I'm fact even if you pay to take the express way, that is even at a stand still often. Don't follow these out dated and completely delusional ideas that do not solve or set up cities for success.

I urge you to reject any proposal that compromises bike and pedestrian access on the Richmond-San Rafael Bridge. Instead, let's continue building a transportation system that prioritizes equity, sustainability, and long-term resilience.

Thank you for your consideration. I would be happy to provide further input or discuss this matter in more detail.

Sincerely,
Aaron Kunst
Richmond Resident

From: Reception@BCDC
To: [Pan, Katharine@BCDC](mailto:Pan,Katharine@BCDC)
Subject: FW: 9/5/2024 BCDC Meeting: RSR Bridge Permit Amendment
Date: Monday, August 19, 2024 8:53:30 AM
Attachments: [Richmond-San Rafael Bridge Access Improvements Review of 142024 Update Documents.eml.msg](#)

Hi Katharine,

FYI....I will add this to the list.

Thanks,
Reyna

From: Douglas E Williams <doug@weldengineers.com>
Sent: Saturday, August 17, 2024 11:48 AM
To: Reception@BCDC <reception@bcdca.ca.gov>
Subject: 9/5/2024 BCDC Meeting: RSR Bridge Permit Amendment

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The Bike Lane Experiment on the Richmond-San Rafael Bridge has caused great harm to the health and well-being of those of us who live in Richmond, while serving an extremely small group of bicycle enthusiasts and benefiting traffic on the Marin side. Either the bike lane should be eliminated or it should be shared with the East Bound traffic to reduce the daily backups in Richmond.

I am attaching an analysis of the BATA and PATH reports that I previously submitted to BATA because it outlines in detail the pervasive bias, fallacies and gross oversights in the work that supported the BATA recommendations to date. Some important conclusions are:

- Maintaining the bike path on only the West bound direction furthers the disregard for the health and well-being of Richmond residents and businesses in favor of a much smaller number of Marin county businesses.
- There is no valid environmental argument for keeping a bike lane, considering the detrimental consequences of daily traffic back ups on the health, safety and well-being of the thousands of residents and commuters that are affected. The bike lane serves an extremely small number of users and causes a far greater carbon footprint than if a third traffic lane was used to reduce backup on the Richmond side.
- No recognition was made of critically important problems that the bike lane introduces in any of the studies or reports that BATA used to justify the bike lane. On July 21, 2023, a

potential jumper who accessed the bridge from the bike lane resulted in the bridge being completely closed to all traffic for nearly 20 hours. This was possible because the 4 mile long bike lane is not policed or even monitored. For an average annual daily traffic (AADT) volume of 76,000 vehicles, this meant that 63,000 vehicles were rerouted (about 50 miles more) or simply idled for that time. The substantial effort that has been put into stopping jumpers on the Golden Gate Bridge includes policing, cameras and additional structures, but this budget item is completely ignored in all BATA staff documents and presentations.

- Unlike pedestrian access on the Golden Gate Bridge, the RSRB bike path has no police and very few bike riders and walkers. With the access that is available today, a terrorist with a small amount of explosives and a rudimentary knowledge of bridge fracture critical members (FCMs) could completely destroy the bridge without any possibility of timely intervention. This very real possibility was completely missed in all of the work justifying the bike lane, and no budget has been proposed to preclude this potentially disastrous consequence of the open bike lane.

As noted in the attached report, the underlying arguments for justifying a bike lane in lieu of a peak-hours traffic lane (such as was successfully implemented in the East bound direction) are heavily biased, incomplete and unscientific. I would be happy to present the findings in my report in person if that would be helpful.

I urge you to force a rational solution (e.g., a third, peak-hours traffic lane in the West bound direction) to the current, completely unacceptable condition.

Regards,

Doug

Douglas E. Williams

721 Ocean Ave., Richmond, CA 94801

510.235.9353

doug@weldengineers.com

Business: weldengineers.com

Personal: DouglasEWilliams.com

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan_Katharine@BCDC)
Subject: FW: Richmond San Rafael Bridge Bike Path Pilot Program
Date: Monday, August 19, 2024 9:23:54 AM

FYI...I will add this to the others

From: Randahl Hagen <bashoro@gmail.com>
Sent: Thursday, August 8, 2024 1:21 AM
To: Reception@BCDC <reception@bcdc.ca.gov>
Subject: Richmond San Rafael Bridge Bike Path Pilot Program

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I have reached out to MTA staff regarding the plans for the RSR Bridge bike path and they have indicated that next steps include submitting a proposal to BCDC to modify the current pilot program. They indicated that it would be on the agenda in the next general meeting or two but I have not seen it yet. I hope the points below will be read and recorded and addressed as BCDC considers the future of the pilot program for the bike path.

My comments are as follows:

The bike path pilot program on the Richmond San Rafael Bridge has proven to be no more than a recreational amenity for a small number of privileged members of the leisure class with access to lobby and litigation resources. These resources have been used to commandeer a major portion of a vital public infrastructure, the Richmond San Rafael Bridge, which is owned by the state and funded by vehicular tolls.

The pilot program was launched under the guise that the bike lane would be a vital link for the bay trail but would also allow commuting over the bridge without using a car, and would reduce traffic and people's reliance on cars. Unfortunately, geography and demographics dictate a different reality. The bridge is 5.5 miles long, with two high spans to summit along the way. It crosses one of the windiest parts of the bay. The major features at either end are the Chevron refinery complex and the San Quentin State prison. Major centers of employment, housing, and public transit lie many miles beyond either end of the bridge. There is no pent up demand on either end for bicycle use of the bridge for any non-recreational use. The reality is that most bridge crossings are only part of a much longer journey that originates and ends well beyond the bridge, whether for travel, commuting, or delivery of goods. These trips simply are not done without a motor vehicle.

Recent use studies have solidified the empirical observation that the bike lane is lightly used

and mainly by recreational riders. The necessity-based crossings on bike or foot are minuscule. For this traffic we have dedicated 1/6 of a bridge that would cost many \$Billions to build today. Is the current and future use of 1/6 of the bridge for a bike lane the best use for all stakeholders or just a privileged few? Is this use worth the virtual value of \$Billions? If we were to build a bridge dedicated to non-vehicular crossing and tried to sell the bond measure to the public for \$Billions, would that ever stand a chance?

The bike lane has not only gone underutilized by the cycling community, it has also been a primary driver of negative impacts to disadvantaged communities. The implementation of the lane with the barrier has removed the bridge's capacity to handle blockages or breakdowns in the remaining two lanes. Even without incidents, there is a daily backup on westbound 580 and surface arteries in Richmond resulting from the requirement to merge traffic from several toll lanes down to two bridge lanes. If there is a lane blockage this backup will stretch miles involving thousands of vehicles. The impact of thousands of trucks and cars idling or crawling in traffic is twofold. First. Thousands of tons of carbon are emitted from idling engines into the local community. Second. Thousands of hours of human productivity are lost to waiting in traffic. To my knowledge, no studies or reports have accounted for these impacts and their real costs to the community. These costs must be justified. While the bike lane may bring joy to some, it has brought many hours of misery and loss to far more people.

Further, a blockage means that emergency response vehicles cannot respond to the scene without traveling contra-flow on the bridge from the landing in San Quentin.

It is my opinion that the barrier should be removed and the bike lane restored as a vehicular travel lane. The toll plaza should be reconfigured for three lanes to match the bridge lanes and eliminate merging there. This would dramatically improve traffic flow and reduce the two major impacts noted above. A case study can be found with the conversion of the eastbound bridge to 3 lanes. Upon it's implementation, traffic jams on eastbound 580 and feeder arteries were virtually eliminated.

The bridge is a vital artery for Marin and Sonoma Counties and the 101 corridor through the north coast. The bulk of goods, groceries, fuel, and services are delivered over this bridge. Many members of disadvantaged communities rely on the bridge to get to work in Marin and Sonoma. Many commuters to San Francisco have taken to using the bridge as an alternate to the Bay Bridge. These are not trips that can be done by bike. The bridge must do a far heavier lift than carry recreational cyclists. The bridge needs all available capacity.

What are the cyclists and pedestrians to do? Unfortunately we cannot accommodate recreational endeavors to cross the bridge outside a vehicle. The cost-benefit equation will never balance. For cyclists who truly use the bridge as part of a necessary trip such as commuting, we have resources available to allow them to cross with their bike. Primarily it is

the existing Golden Gate Transit system with bike racks on the busses which allow a much quicker and safer crossing. Secondly, a shuttle service could be implemented full time which could take riders across at will. This shuttle service has been implemented during construction on the bridge with success and has capacity to meet the demand. This could be funded for decades at a fraction of what the pilot program has cost and would achieve more benefits to all.

The proposed modification would double down on this currently failed pilot program. An additional eastbound barrier would only create the same traffic backup problem in the eastbound direction because the barrier will eliminate the right lane as a travel lane, even when pushed over, returning eastbound to a two-lane crossing. The barriers, when pushed over, do not leave enough space for a travel lane, and even as an emergency shoulder, are not wide enough for a vehicle to move clear of the travel lanes, causing vehicles to have to squeeze around a disabled vehicle. This would also remain a problem westbound.

The proposed modification would cost far more than a simple doubling of the pilot program cost. A new movable barrier and barrier machine would need to be purchased. But beyond that, the barriers would need to be moved twice per day, on separate shifts, requiring at least four operators. This is a significant cost with no end and yearly increases. All this cost will result in only making the problem worse.

It is BCDC's and MTA's duty to consider the true costs and impacts of this program and not be blinded by the single goal of expanding the Bay Trail at any cost. This is a case where an expanded Bay Trail is harming many for the benefit of a few. It is BCDC's duty to justify those harms.

I call on BCDC and MTA to study and account for all impacts of the RSR Bridge bike path pilot program. I call on them to do the sensible and good thing which is to curtail the program, remove the barrier, and allow all traffic flow modifications to alleviate congestion on the bridge for vehicular traffic as soon as possible. This is the greatest good for the most people.

Respectfully

Randahl Hagen

Citizen of the San Francisco Bay Area

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan_Katharine@BCDC)
Subject: FW: Richmond San Rafael Bridge
Date: Wednesday, October 23, 2024 8:17:07 AM

Hi Katharine,

FYI...A public comment.

Thanks,
Reyna

-----Original Message-----

From: Nancy Morgan <morgann434@gmail.com>
Sent: Wednesday, October 23, 2024 7:40 AM
To: BCDC PublicComment <publiccomment@bcdcc.ca.gov>
Subject: Richmond San Rafael Bridge

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I'm writing to request the upper deck bike lane be changed to an emergency lane.
I use the bridge often and the delays getting on due to accidents, stalls, etc is far too frequent.
The bike lane was a terrific idea but has resulted in constant delays for autos trying to get across.
The lower deck keeps traffic running smoothly (most of the time) with an extra lane that can be used for any trouble that might come along.
Side note.....I've never understood why that lane is closed daily....why?
Thank you for taking this issue under consideration.
Nancy Morgan
Sent from my iPhone

From: Lucas.Miller@BCDC
To: Reception@BCDC
Subject: PIR: September 5: Richmond Bridge comment
Date: Monday, August 19, 2024 9:26:17 AM

FYI.I will add this to the others

From: Lucas Miller [REDACTED]
Sent: Wednesday, August 14, 2024 8:18 AM
To: Reception@BCDC <reception@bcdc.ca.gov>
Subject: September 5: Richmond Bridge comment

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Hi,

I wanted to share this photo. I am stuck on the highway trying to get to work in Marin. I am currently in Richmond and I am 1 hour and 26 minutes away from my work. Although the UC report says that the bike lane is not a problem, please remember that the UC report did not study accidents such as this. I am going to be extremely late for work. 10 of thousands of people late for work right now. If we had an incident lane, the cause of the traffic could be moved to the side and we could all get to work on time. Instead, we have a bike lane that like 20 people are going to use. Please see the picture that shows it will take me over an hour to get across the bridge. This is typical.

