

R E C E I V E D
JUL 30 2025

July 21, 2025

SAN FRANCISCO BAY CONSERVATION
& DEVELOPMENT COMMISSION

Chair Wasserman and Commissioners
Bay Conservation and Development Commission Bay Area Metro Center
375 Beale Street
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 North Bay Leadership Council representing leading employers in the North Bay with over 100,000 employees, we write in support of the new application 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 and for the implementation of an eventual HOV, transit use in the third lane.

We are 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-Marin 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, we support 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, we support Marin's state-approved Housing Element identifies sites for more than 14,000 possible residences over the next 8 years to ensure the County's affordable housing goals are met.

However, the new CalTrans/BATA application 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 new application by the Bay Area Toll Authority (BATA) Commissioners on August 7, 2025 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 for cyclists and pedestrians to cross the bridge during days when the path is not open.

In consideration of the overall potential impacts on Contra Costa, East Bay and Marin residents and commuters, as well as multi-use path users, we urge your support of this new application for a 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. Leading 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,

Richard K. Robbins
Wareham Development

cc: State Senator Jesse Arreguin
Assemblymember Buffy Wicks
Assemblymember Damon Connolly
Contra Costa County Board of Supervisors
Marin County Board of Supervisors
Richmond City Council

From: Peterson_Sierra@BCDC
To: BCDC_PublicComment
Subject: Fw: California Alliance For Jobs Supports Re-opening the Richmond Bridge
Date: Thursday, July 24, 2025 3:57:36 PM
Attachments: [Support for re-opening the Richmond-San Rafael Bridge Bike Lane 7.24.25.pdf](#)

All my best,
Sierra Peterson, Executive Manager & Commissioner Liaison
San Francisco Bay Conservation and Development Commission
Mobile:(415) 918 7162
Desk: (415) 352 3608
375 Beale St., Ste. 510
San Francisco, Ca 94105

From: Jennifer Galenti <jgalenti@rebuildca.org>
Sent: Thursday, July 24, 2025 3:26 PM
To: Peterson, Sierra@BCDC <sierra.peterson@bcdc.ca.gov>; senator.arreguin@senate.ca.gov <senator.arreguin@senate.ca.gov>; Buffy.Wicks@asm.ca.gov <Buffy.Wicks@asm.ca.gov>; John_Gioia@bos.cccounty.us <John_Gioia@bos.cccounty.us>; candace.andersen@bos.cccounty.us <candace.andersen@bos.cccounty.us>; supervisor_burgis@bos.cccounty.us <supervisor_burgis@bos.cccounty.us>; supervisorcarlson@bos.cccounty.us <supervisorcarlson@bos.cccounty.us>; sscalespreston@pittsburgca.gov <sscalespreston@pittsburgca.gov>; bos@martincounty.gov <bos@martincounty.gov>; eduardo_martinez@ci.richmond.ca.us <eduardo_martinez@ci.richmond.ca.us>; cesar_zepeda@ci.richmond.ca.us <cesar_zepeda@ci.richmond.ca.us>; jamelia_brown@ci.richmond.ca.us <jamelia_brown@ci.richmond.ca.us>; Doria_Robinson@ci.richmond.ca.us <Doria_Robinson@ci.richmond.ca.us>; Sue_Wilson@ci.richmond.ca.us <Sue_Wilson@ci.richmond.ca.us>; Claudia_Jimenez@ci.richmond.ca.us <Claudia_Jimenez@ci.richmond.ca.us>
Subject: California Alliance For Jobs Supports Re-opening the Richmond Bridge

You don't often get email from jgalenti@rebuildca.org. [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.

Attached please find the letter of support for Reopening the Richmond Bridge Bike Lane from California Alliance for Jobs Executive Director Michael Quigley on behalf of the Alliance's 100,000 union construction members and 2,000 industry employers.

Thank you
Jennifer Galenti
Director of Operations
California Alliance for Jobs

July 24, 2025



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

Re: Support for re-opening the Richmond-San Rafael Bridge Bike Lane

Dear Chair Wasserman and Commissioners,

The California Alliance for Jobs supports the new application 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 and for the implementation of an eventual HOV, transit use in the third lane.

The Alliance represents over 2,000 heavy construction companies and 100,000 union construction workers from the Central Valley to the Oregon border. We are a unique labor-management partnership that advocates for responsible investments in public infrastructure projects. Specifically, the Alliance keeps California's people and economy moving as the state's population grows by focusing on expanding water systems, improving transportation networks, and increasing the access and quality of our public infrastructure.

Our members are among the tens of thousands stuck in traffic in the approach to the Richmond-San Rafael Bridge every day on their way to work. For up to multiple hours on end during commuting hours, their precious time is wasted when they could be at home with their families instead of sitting in an idling vehicle.

Meanwhile, the Richmond-San Rafael Bridge Bike Lane sits virtually empty, except for the occasional recreational rider with the luxury of taking a midweek ride across the bridge. All of this is bad for the

rebuildca.org

1415 L STREET, SUITE 1080, SACRAMENTO, CA 95814 • 916.446.2259

OPERATING ENGINEERS LOCAL UNION #3 • ASSOCIATED GENERAL CONTRACTORS OF CALIFORNIA
NO. CALIFORNIA DISTRICT COUNCIL OF LABORERS • UNITED CONTRACTORS • NO. CALIFORNIA CARPENTERS REGIONAL COUNCIL



environment, terrible for workers, hazardous to public safety, and detrimental to our businesses and regional economy.

We are 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-Marin 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, we support 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, we support 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.

However, the new CalTrans/BATA application 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

rebuildca.org

1415 L STREET, SUITE 1080, SACRAMENTO, CA 95814 • 916.446.2259

OPERATING ENGINEERS LOCAL UNION #3 • ASSOCIATED GENERAL CONTRACTORS OF CALIFORNIA
NO. CALIFORNIA DISTRICT COUNCIL OF LABORERS • UNITED CONTRACTORS • NO. CALIFORNIA CARPENTERS REGIONAL COUNCIL



(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 new application by the Bay Area Toll Authority (BATA) Commissioners on August 7, 2025, 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 for cyclists and pedestrians to cross the bridge during days when the path is not open.

In consideration of the overall potential impacts on Contra Costa, East Bay and Marin residents and commuters, as well as multi-use path users, we urge your support of this new application for a 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. Contra Costa 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

rebuildca.org

1415 L STREET, SUITE 1080, SACRAMENTO, CA 95814 • 916.446.2259

OPERATING ENGINEERS LOCAL UNION #3 • ASSOCIATED GENERAL CONTRACTORS OF CALIFORNIA
NO. CALIFORNIA DISTRICT COUNCIL OF LABORERS • UNITED CONTRACTORS • NO. CALIFORNIA CARPENTERS REGIONAL COUNCIL



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,

Michael P. Quigley
Executive Director

cc: State Senator Jesse Arreguin
Assemblymember Buffy Wicks
Contra Costa County Board of Supervisors
Marin County Board of Supervisors
Richmond City Council

rebuildca.org

1415 L STREET, SUITE 1080, SACRAMENTO, CA 95814 • 916.446.2259

OPERATING ENGINEERS LOCAL UNION #3 • ASSOCIATED GENERAL CONTRACTORS OF CALIFORNIA
NO. CALIFORNIA DISTRICT COUNCIL OF LABORERS • UNITED CONTRACTORS • NO. CALIFORNIA CARPENTERS REGIONAL COUNCIL



Coronado Neighborhood Council

1501 Florida Avenue | Richmond, Ca. 94804
510.253.8712

RECEIVED
JUL 30 2025

July 24, 2025

SAN FRANCISCO BAY CONSERVATION
& DEVELOPMENT COMMISSION

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

**e: 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 (Coronado Neighborhood Council), we write in support of the new application 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 and for the implementation of an eventual HOV, transit use in the third lane.

We are 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-Marin 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, we support 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, we support 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.

However, the new CalTrans/BATA application 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 new application by the Bay Area Toll Authority (BATA) Commissioners on August 7, 2025 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 for cyclists and pedestrians to cross the bridge during days when the path is not open.

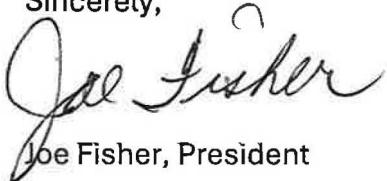
In consideration of the overall potential impacts on Contra Costa, East Bay and Marin residents and commuters, as well as multi-use path users, we urge your support of this new application for a modified pilot for the following reasons:

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. Contra Costa 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,



Joe Fisher, President

cc: State Senator Jesse Arreguin
Assemblymember Buffy Wicks
Contra Costa County Board of Supervisors
Marin County Board of Supervisors
Richmond City Council

From: [Tianna M-R](#)
To: [BCDC PublicComment](#)
Subject: San Rafael Richmond bridge vote
Date: Thursday, July 24, 2025 6:11:12 PM

Some people who received this message don't often get email from tjmeriage@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 a daily weekday morning commuter on the San Rafael Richmond bridge.

I've seen 2 bikes on my commute this entire week. Maybe 4 total in the last 2 weeks.

Meanwhile, several weeks ago I had to call into work that I would be late to work 4x in one week. I hate having to tell my supervisor to cancel my first patient. All because there were 3 accidents and 2 stalled cars. I leave myself an hour to get to work on a drive that takes 30min in normal traffic. It usually ends up being 40 and then 90 if there's an accident.

What's awful when an accident occurs is to watch emergency vehicles try to make their way past cars that have no where to go. The delay in emergency care to possibly injured drivers is inexcusable. All so a couple of bikes can pass through each morning.

I have no other way to commute to work. The bridge is the only way . Many service vehicles use that bridge to commute each morning too. These individuals with their tools and supplies also cannot commute any other way.

Please vote to modify the bike lane to weekends only with a shuttle bus for those that truly need to get over the bridge by bike.

I'm asking for the safety of all commuters and emergency vehicles.

Concerned commuter,
Tianna M-R.

From: [Brian Mcarthy](#)
To: [BCDC PublicComment](#)
Subject: San Rafael bridge
Date: Friday, July 25, 2025 7:05:09 AM

Some people who received this message don't often get email from brianmcarthy1@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.

I am completely opposed to any bike lane!! 95% unused it creates daily backups and pollution for cars. Where is the common sense? MTC has this utopian misguided vision of a bike path around the bay. Ridiculous on so many counts. Most people don't bike. The bay bridge goes halfway with its bike lane? Bureaucratic constipation a major issue. 5 years for a extra lane on the lower deck when it took 2 weeks in 1989? Now years of this unwanted bike lane when it was supposed to be a 2 year test. Teachers, workers and students who use this bridge have to rearrange their lives because of chronic delays each day. It's wrong but MTC is incompetent at taking action for unknown reasons? Do your job!!, it is not to sit on your hands and talk.

From: [Brandon Christian](#)
To: [BCDC PublicComment](#)
Cc: Pan_Katharine@BCDC; [Nekoda Harris](#)
Subject: Consideration of Letter of Support to BCDC re: Richmond San Rafael Bridge NEW application to open the bike lane M-TH
Date: Friday, July 25, 2025 1:15:42 PM
Attachments: [RSR Bridge - Marin Community College District.pdf](#)

Some people who received this message don't often get email from bkchristian@marin.edu. [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 Bay Conservation and Development Commission,

Please find attached a letter from Nekoda Harris, Vice President of Human Resources at Marin Community College District, regarding the application to open the Richmond-San Rafael Bridge bike lane Monday through Thursday.

We respectfully submit this correspondence for your review and consideration.

Thank you for your time and attention.

Respectfully,
Brandon



Brandon K. Christian (he/him)
Executive Assistant to the Vice President of HR
College of Marin
Office: 628-234-8231
bkchristian@marin.edu
www.marin.edu

July 21, 2025

Chair Wasserman and Commissioners
Bay Conservation and Development Commission Bay Area Metro Center
375 Beale Street
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 Marin Community College District, we write in support of the new application 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 and for the implementation of an eventual HOV, transit use in the third lane.

We are 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-Marin 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, we support 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, we support Marin's state-approved Housing Element identifies sites for more than 14,400 possible residences over the next eight years to ensure the County's affordable housing goals are met.

However, the new CalTrans/BATA application 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 new application by the Bay Area Toll Authority (BATA) Commissioners on August 7, 2025 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 for cyclists and pedestrians to cross the bridge during days when the path is not open.

In consideration of the overall potential impacts on Contra Costa, East Bay and Marin residents and commuters, as well as multi-use path users, we urge your support of this new application for a 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. The 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,



Nekoda Harris
Vice President of Human Resources
Marin Community College District
Indian Valley Campus
Building 11, Second Floor
1800 Ignacio Boulevard
Novato, CA 94949
(415) 457-8811 Ext 7520
Email: nharris@marin.edu
Web: www.Marin.edu
HR Dept: www.hrcom.marin.edu

From: [Aliké Boggan](#)
To: [BCDC PublicComment](#)
Subject: Richmond-SR Bridge Absurdity
Date: Friday, July 25, 2025 4:20:49 PM

Some people who received this message don't often get email from alike.boggan@jyzen.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,

This is truly a waste of time, resources – especially financial – and, energy, to propose hearings, and scheduling, and emailing in regards to the dumb bike lane that was erected a few years ago to accommodate a population that pails in comparison to the working/commuting vehicle population that is barely accommodated on the what should be three-lane traffic heading North-West.

If I haven't already made it clear, the bike lane needs to be removed or otherwise accommodated in a different capacity. Not just for the reasons above, but it also poses a safety hindrance for responses to accidents, hazards, and stalled vehicle incidents that occur on a weekly, sometimes daily basis.

Please do something immediately. We don't need to vote. I believe in this instance, Democracy is being used as a crutch for disabling productive, progressive action, not enabling it.

Thank you,
Aliké

Aliké Boggan
Wellness Concierge, New Patient Coordinator, Jyzen

[\(415\)729-0449](#) | [Jyzen.com](#) | alike.boggan@jyzen.com

[100 Shoreline Hwy Suite 210A, Mill Valley, CA 94941](#)



From: [Tom Willging](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project.
Date: Tuesday, July 29, 2025 6:04:26 PM

Some people who received this message don't often get email from twillgin@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 live in the East Bay and I love to cycle. I have often cycled across the Richmond San Rafael Bridge, sometimes with dozens of members of the Oakland VeloRaptors Cycling Club and Rich City Rides. I can't speak for other cyclists, but personally I find the ride across the Bay exhilarating even if more than a bit noisy.

A major feature of our attractive community is the San Francisco Bay itself. Indeed the term "Bay Area" is nationally recognized as a destination. The waters around us are both a magnet for others and the joy of our lives.

A body of water can both separate and join us together. To bring us together we have spent billions of tax dollars to allow us to bridge our geographic differences and distances. From my home in Oakland, the only bridges west of the hills that allow cyclists to span the Bay are the Richmond/San Rafael Bridge and the Dumbarton Bridge. My friends and I hope someday to ride all the way into San Francisco on the Bay Bridge, but some of us older folks may not live long enough to see that dream happen.

I am retired and no longer commute to work by bicycle. But I still prize the access to beauty that bridges allow me and other cyclists to enjoy.

Please help us retain our wondrous enjoyment of the full beauty of the San Francisco Bay Area. A shuttle bus service in no way replaces the spontaneous, unscheduled experience of cycling in the open air across miles of water between Richmond and San Rafael.

Thanks for your attention and for the work you do to preserve "maximum feasible public access" to the Bay.

Tom Willging
177 19th Street, Apt. 2D
Oakland, CA 94612

From: Peterson_Sierra@BCDC
To: BCDC PublicComment
Subject: Fw: North Bay Leadership Council Support for New Application- RSR Bridge
Date: Wednesday, July 30, 2025 7:27:17 PM
Attachments: [image001.png](#)
[NBLC Support - BCDC New Application RSR Bridge.pdf](#)

All my best,
Sierra Peterson, Executive Manager & Commissioner Liaison
San Francisco Bay Conservation and Development Commission
Mobile:(415) 918 7162
Desk: (415) 352 3608
375 Beale St., Ste. 510
San Francisco, Ca 94105

From: Joanne Webster <JWebster@northbayleadership.org>
Sent: Monday, July 28, 2025 2:35 PM
To: Peterson, Sierra@BCDC <sierra.peterson@bcdc.ca.gov>
Cc: senator.arreguin@senate.ca.gov <senator.arreguin@senate.ca.gov>; Buffy.Wicks@asm.ca.gov <Buffy.Wicks@asm.ca.gov>; bos@marincounty.gov <bos@marincounty.gov>; Claudia_Jimenez@ci.richmond.ca.us <Claudia_Jimenez@ci.richmond.ca.us>; Sue_Wilson@ci.richmond.ca.us <Sue_Wilson@ci.richmond.ca.us>; Doria_Robinson@ci.richmond.ca.us <Doria_Robinson@ci.richmond.ca.us>; jamelia_brown@ci.richmond.ca.us <jamelia_brown@ci.richmond.ca.us>; cesar_zepeda@ci.richmond.ca.us <cesar_zepeda@ci.richmond.ca.us>; eduardo_martinez@ci.richmond.ca.us <eduardo_martinez@ci.richmond.ca.us>; sscalespreston@pittsburgca.gov <sscalespreston@pittsburgca.gov>; supervisorcarlson@bos.cccounty.us <supervisorcarlson@bos.cccounty.us>; supervisor_burgis@bos.cccounty.us <supervisor_burgis@bos.cccounty.us>; candace.andersen@bos.cccounty.us <candace.andersen@bos.cccounty.us>; John_Gioia@bos.cccounty.us <John_Gioia@bos.cccounty.us>
Subject: North Bay Leadership Council Support for New Application- RSR Bridge

You don't often get email from jwebster@northbayleadership.org. [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.

July 28, 2025

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

Re: Support for new application to 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 North Bay Leadership Council representing leading employers in the North Bay with over 100,000 employees, we write in support of the new application 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 and for the implementation of an eventual HOV, transit use in the third lane.

We are 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-Marin County commute over this bridge is crucial to our local economy.

Currently, the lived experiences of these commuters is marked by persistent challenges. The increase in incidents on the bridge not only cause prolonged delays but also create undue hardship, affecting their ability to reach work, school, and other essential destinations on time. These delays translate into lost wages, increased stress, and diminished overall well-being. We urge you to consider their voices and their needs. Workers and employers are asking for your support and action to alleviate the struggles they face daily.

We recognize that there are other factors needed to address the long-term solution to commute traffic on the bridge: 1) significant transportation infrastructure improvements on both sides of the bridge and 2) more affordable, workforce housing in Marin County. To those ends, we support 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, we support Marin's state-approved Housing Element identifies sites for more than 14,000 possible residences over the next 8 years to ensure the County's affordable housing goals are met.

However, the new CalTrans/BATA application 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 new application by the Bay Area Toll Authority (BATA) Commissioners on August 7, 2025 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 for cyclists and pedestrians to cross the bridge during days when the path is not open.

In consideration of the overall potential impacts on Contra Costa, East Bay and Marin residents and commuters, as well as multi-use path users, we urge your support of this new application for a 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. Leading employers in Marin 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. By addressing this issue and approving the new application, you have the opportunity to promote greater equity, enhance economic mobility and improve the quality of life for thousands of people who rely on this critical infrastructure.

We look forward to continuing our partnership in addressing regional transportation challenges together.

Sincerely,



Joanne Webster
President & CEO
jwebster@northbayleadership.org

Joanne Webster
President and CEO
North Bay Leadership Council
775 Baywood Drive, Suite 101
Petaluma, CA 94954
(707) 283-0028

Chair
KARLEEN ARNINK-PATE
 Chief Revenue Officer
 Sonoma Media Investments

Past Chair
JORDAN LAVINSKY
 Partner
 Hanson Bridgett LLP

Vice Chair
KATHRYN LOWELL
 Vice President, Government Affairs & Advocacy
 BioMarin

Secretary/Treasurer
DARREN LASHELLE
 President & CEO
 Northern California Public Media

Executive Committee
ALON ADANI
 Owner
 Cornerstone Properties

Executive Committee
BARRY FRIEDMAN
 President & CEO
 Friedman's Home Improvement

Executive Committee
PATTY GARBARINO
 President
 Marin Sanitary Service

Executive Committee
STEVE PAGE
 Chairman Emeritus
 North Bay Leadership Council

Executive Committee
TROY SANDERSON
 CEO
 Exchange Bank

Executive Committee
MARK WOOD
 Chairman Emeritus
 North Bay Leadership Council

REIDE BAXTER
 Vice President
 Greenbrae Management Inc. "Bon Air"

DR. ARMICKA BERKELY
 Chief Administrative Officer
 Kaiser Permanente

DR. ABHISHEK DOSI
 SVP & Area Manager
 Kaiser Permanente Santa Rosa Service Area

DR. JONATHAN ELDREDGE
 Superintendent/President
 College of Marin

JAMES ELLIOT
 Partner
 BPM LLP

INGRID ESTRADA
 CAO
 Keysight Technologies

DR. ROB EYLER
 Professor of Economics
 Sonoma State University

BRIAN FLYNN
 General Manager
 Sonoma Raceway

JASON FOSTER
 President for Napa, Marin, & Sonoma
 Bank of America

CELIA FURBER
 Community Relations & Sustainability Manager
 Recology

MEGAN GILLESPIE
 CEO, Santa Rosa Regional Hospital
 Sutter Health

ISAAC GRADMAN
 Partner
 Perry, Johnson, Anderson, Miller
 & Moskowitz LLP

MARK VAN GORDER
 Government and Community Partnerships, Marin and
 Napa Counties
 Pacific Gas & Electric

MILES HORTON
 Legislative Policy & Community Engagement Manager
 Sonoma Clean Power

DR. DAVID KLEIN, MBA
 CEO
 MarinHealth

DR. YUNG-JAE LEE
 Dean, Andrew P. Barrowsky School of Business
 Dominican University of California

BRETT MARTINEZ
 President & CEO
 Redwood Credit Union

MARCOS MONTES
 Director of Government Affairs for the North Bay
 Comcast

MEAGAN MOORE
 CAO
 Buck Institute for Research on Aging

GARRY OLNEY
 CEO
 Providence Northern CA

MELISSA OLIVA
 Executive Vice President, Field Operations
 Nelson Connects

ALLISON SCHUTTE
 Partner
 Hanson Bridgett LLP

JOANNE WEBSTER
 President & CEO

KATE MURRAY
 CAO



July 28, 2025

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

Re: Support for new application to 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 North Bay Leadership Council representing leading employers in the North Bay with over 100,000 employees, we write in support of the new application 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 and for the implementation of an eventual HOV, transit use in the third lane.

We are 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-Marin County commute over this bridge is crucial to our local economy.

Currently, the lived experiences of these commuters is marked by persistent challenges. The increase in incidents on the bridge not only cause prolonged delays but also create undue hardship, affecting their ability to reach work, school, and other essential destinations on time. These delays translate into lost wages, increased stress, and diminished overall well-being. We urge you to consider their voices and their needs. Workers and employers are asking for your support and action to alleviate the struggles they face daily.

We recognize that there are other factors needed to address the long-term solution to commute traffic on the bridge: 1) significant transportation infrastructure improvements on both sides of the bridge and 2) more affordable, workforce housing in Marin County. To those ends, we support 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, we support Marin's state-approved Housing Element identifies sites for more than 14,000 possible residences over the next 8 years to ensure the County's affordable housing goals are met.

However, the new CalTrans/BATA application 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 new application by the Bay Area Toll Authority (BATA) Commissioners on August 7, 2025 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 for cyclists and pedestrians to cross the bridge during days when the path is not open.

In consideration of the overall potential impacts on Contra Costa, East Bay and Marin residents and commuters, as well as multi-use path users, we urge your support of this new application for a 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. Leading employers in Marin 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. By addressing this issue and approving the new application, you have the opportunity to promote greater equity, enhance economic mobility and improve the quality of life for thousands of people who rely on this critical infrastructure.

We look forward to continuing our partnership in addressing regional transportation challenges together.

Sincerely,



Joanne Webster
President & CEO
jwebster@northbayleadership.org

cc: State Senator Jesse Arreguin
Assemblymember Buffy Wicks
Contra Costa County Board of Supervisors
Marin County Board of Supervisors
Richmond City Council

From: [Jordan Rose](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment - agenda item 9 - Richmond - San Rafael Bridge Pilot Project Modifications Projct
Date: Thursday, July 31, 2025 2:15:44 PM

Some people who received this message don't often get email from jordanproseesq@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 a retired attorney living in Piedmont and an avid cyclist. I am also a member of the Oakland Veloraptors Cycling Club and Bike East Bay, and write to voice my support for maintaining the bike lane across the Richmond-San Rafael Bridge.

Although I do not regularly bike across the Bridge, I do drive across it with some frequency. I appreciate the frustration of those automobile drivers who view the bike lane as space that merely reduces available roadway for cars, thereby contributing to increased automobile traffic congestion. I would note however, that those biking across the bridge are actually contributing to a decrease in such congestion - if they were driving cars instead of riding bikes, there would obviously be more cars on the Bridge.

As an 80 year old man, I view my biking as an essential activity, providing not just physical exercise, but also the joy of exploring the great outdoors of the Bay Area with the social pleasure of doing so with fellow cyclists. To reduce the opportunity to do so in a safe and car-free environment is to ignore the very real benefits of bike lanes on roadways and bridges.

We obviously have a very different approach to this issue than that utilized in the Netherlands, where each mile of roadway for automobiles is matched by a mile of bike path. While I wouldn't expect us to emulate the Netherlands in this regard, it certainly does not seem appropriate to move in the opposite direction.

Thank you for your consideration.

Jordan Rose

From: [Bradley Justice](#)
To: [BCDC PublicComment](#)
Subject: 8/7/2025 BCDC Board Meeting - Item 9 - RSR Bridge Path
Date: Thursday, July 31, 2025 3:43:18 PM

Some people who received this message don't often get email from bradleyjustice@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.

My wife and I are regular weekday users of the RSR Bridge path.

Studies have shown that this path has not significantly reduced commute times. If Caltrans wished to address the issue of traffic delays there is a much more effective way that does not require losing the bike path. In my experience as a bridge user, the catastrophic closures, ones that result in full bridge shutdowns or lane closures, result from accidents. A major cause of these accidents is speeding and dangerous driving. A concerted effort to enforce traffic laws - there seems to be no enforcement of any sort now - would certainly result in an immediate improvement.

As far as future plans for a third lane, initially a primary driver for this issue was a concern regarding pollution from the bridge and its effect on Richmond residents, of which I am one. Digging into this issue, it seems that the pollution sources of greatest concern do not include tailpipe emission. It is road debris and tires. This pollution can only increase with the additional traffic in a third lane. Any future plans along these lines are inconsistent with the original motivations.

Finally, the concept of induced demand is well established. Adding another lane will result in a short term improvement, possibly, but long term improvement is unlikely. The one guaranteed result is increased vehicle emissions so destructive to our planet.

Bradley Justice

RECEIVED
JUL 31 2025
SAN FRANCISCO BAY CONSERVATION
& DEVELOPMENT COMMISSION

Rodney Paul
1619 Oak View Ave.
Kensington CA 94707
Rodneypaul510@gmail.com
510-332-1001

27 July 2025

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

Dear Sir/Madame:

I am writing in opposition to the CalTrans plan to restrict bicycle/pedestrian access on the Richmond San Rafael Bridge. I believe this will be discussed at your Aug. 7 meeting and regret I cannot attend in person to share my view.

I have been a frequent bicyclist on the bridge since such access became possible. I live in the East Bay and find this a good way of getting to Marin. On occasion, I will ride all the way to San Francisco.

While my use has generally been recreational, I believe BCDC should also consider the importance of the bike/ped path for commutes and other practical travel. Our local transit agencies may soon be drastically reducing service due to Federal funding cuts. When that happens, routes such as the bridge path will be a critical way around the resulting gridlock.

The number of eBikes in use continues to grow, and this has made commuting on the RSR Bridge more viable for a broader range of riders. Keeping the bridge access should promote greater eBike sales, creating a virtuous cycle that reduces car travel.

For far too long, Bay Area transportation planning has prioritized automobiles. But BCDC is tasked with making Bay resources such as the RSR Bridge available to *all*. Removing this access now would violate your organization's mission and is taking our region in exactly the wrong direction.

Please maintain the existing bicycle/pedestrian path with 24/7 access. I'm convinced this will serve our region well in the times to come.

Sincerely,



Rodney Paul

From: Pan_Katharine@BCDC
To: BCDC_PublicComment
Subject: FW: Richmond Bridge AGAIN
Date: Friday, August 1, 2025 9:46:36 AM

From: Kim Christie <rkchristie@baycitiesrefuse.com>
Sent: Thursday, July 31, 2025 8:53 AM
To: Pan, Katharine@BCDC <katharine.pan@bcdc.ca.gov>
Subject: RE: Richmond Bridge AGAIN

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

Morning Katharine,

Another public comment. Another stall on the Richmond Bridge this morning. This is a huge safety concern for the public. Common sense shows that if a car breaks down there is NO WHERE for the driver to safely stand out of the vehicle unless they SCALE the barrier. There are no call boxes on the Bridge and it is OLD. The daily weight from the sitting vehicles is NOT safe.

Please pass this on,

From: [Rick Cox](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project.
Date: Thursday, July 31, 2025 5:43:37 PM

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

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

Bay Conservation Development Commission Members,

I am writing to ask that you protect the bike and trail access on the Richmond - San Rafael bridge.

The proposal that a bike path should be used for broken down cars for most of the week is very short sighted. Cyclists and other non-motorists already face complex planning to understand when it will be safe or even possible to get to destinations. This lack of reliable, predictable, easy to understand access to transportation options directly contributes to the very traffic that proponents of this closure are complaining about. Forcing more people into cars will not solve a problem of too many cars, but it does dramatically reduce access for non drivers.

Thank you for your attention to this issue,

Richard Cox
San Francisco

From: [Rick Rickard](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Thursday, July 31, 2025 5:59:33 PM

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

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

BCDC Folks,

I am so disappointed to see BCDC continue to seek ways to restrict access to the RSR bike/ped path. What happened to your core principle of “preserving maximum feasible public access” to the bay shoreline?

Best I can tell, much of the morning commute congestion results from the toll plaza design — not the bridge itself. Why target bicyclists for the poor toll plaza design?

In your argument for restricting bridge access, you cite \$10 million available to the City of Richmond for bike/walk infrastructure upgrades. But you fail to mention that those funds are available to the City of Richmond regardless of the status of the bridge path.

The RSR bridge path is a major link in providing climate-friendly, non-car based transportation in the Bay Area. Don’t take this shortsighted action now! Keep the path open 24/7!

Rick Rickard
Oakland Resident
Bicyclist

From: RON MCROBBIE
To: BCDC PublicComment; Reception@BCDC; Pan, Katharine@BCDC; Peterson, Sierra@BCDC
Cc: Assemblymember.Connolly@outreach.assembly.ca.gov; Mary.Sackett@MarinCounty.gov; sustainablesanrafael@sustainablemarin.org; spotswood@comcast.net; arodriguez@marinij.com; slopez@bayareanewsgroup.com
Subject: Comments: 8/07/2025 Public Hearing and possible vote on the updated Richmond Bridge bike lane proposal
Date: Friday, August 1, 2025 7:16:15 AM

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

Hello BCDC, Caltrans/BATA Representatives,
Please find below my updated comments related to your contemplated future thinking on the Richmond Bridge bike lane.
Thank you in advance for your consideration,
Ron McRobbie
San Rafael, CA

<https://enewspaper.marinij.com/html5/reader/production/default.aspx?pubname=&edid=b96cacd0-0bd9-450f-a720-ec8dd68b87a1>

Reference Marin IJ 7/13/2025 article “Revised plan for bikes in pipeline”: Quoted Caltrans and Bay Area Toll Authority statements are eyebrow raising, especially “*The modified pilot is a forward-thinking approach that will benefit all corridor travelers*”. *East Bay commuters familiar with daily westbound gridlock need relief NOW. Extending the Richmond Bridge bike lane pilot project 3 years to collect more data will not ease the westbound commute and related negative environmental impacts. The movable barrier approach introduces problems and expenses beyond just keeping the existing bike lane status quo. The revised proposal includes mid-day Thursday converting two traffic lanes and breakdown lane into two traffic lanes and bike lane, and early Monday reversing this. The movable barrier operation requires vehicular equipment, labor, maintenance and sweeping costs, is time-consuming, likely reduces westbound traffic to a single lane, adds to normal bridge deck repairs, maintenance and additional deck deterioration over time. It is noted that a 7/4/2025 multi-vehicle injury crash just west of the tollbooths triggered hours of gridlock traffic, impeded responders from the Richmond side, necessitated blocking all westbound traffic lanes to accommodate responders coming from Marin. Safety issues are a 24/7 priority, and must be woven into Caltrans/BATA decision making.*

The revised proposal is an insult and a waste of taxpayers monies, when common sense can predict the sustained negative impacts to westbound vehicle commuters. It seems irresponsible that Caltrans/BATA have awarded future bike lane-related contracts before the 8/07/2025 public hearing and possible vote on the updated proposal. This begs audits of funding and process issues Honest synthesis of positive/negative Richmond Bridge bike lane tradeoffs lead to a clear decision: Remove the existing bike lane barrier ASAP. Any future studies should be based upon where to go from there.

Ron McRobbie
San Rafael, CA