

San Francisco Bay Conservation and Development Commission

375 Beale Street, Suite 510, San Francisco, California 94105 Phone: 415 352 3600

State of California | Gavin Newsom – Governor | info@bcdc.ca.gov | www.bcdc.ca.gov

General Public Comment

Public Comments Received by 10:00 A.M. July 17, 2025

July 17, 2025

BCDC's Public Comment Policy can be found by visiting <https://www.bcdc.ca.gov/meetings/how-to-make-a-public-comment/>. Any general public comments for an item not on the agenda received between June 5, 2025, to July 3, 2025, have been included.



From: Reception@BCDC
To: [BCDC PublicComment](#)
Cc: Pan, Katharine@BCDC
Subject: FW: Traffic Congestion - Richmond / San Rafael Bridge
Date: Friday, May 16, 2025 5:37:27 PM

From: GARY SCOTT <garydscott44@comcast.net>
Sent: Friday, May 16, 2025 4:45 PM
To: Reception@BCDC <reception@bcdcc.ca.gov>
Subject: Traffic Congestion - Richmond / San Rafael Bridge

You don't often get email from garydscott44@comcast.net. [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 in total support of those who demonstrated at the Richmond/San Rafael toll plaza this week for the removal of the bike lane on the bridge and conversion of the lane back into a vehicle traffic lane.

On March 23rd, my wife and I, along with thousands of other people in their vehicles were tied up in an unacceptable traffic jam for miles on Richmond Parkway all the way to the Richmond San Rafael bridge toll gates and beyond to Marin. On May 7, my wife and I were late to pick up our son at 10 am from surgery in Marin again because of the backup of traffic on the bridge – again starting on Richmond Parkway. In both cases we left home in Brentwood “early” (according to the vehicle navigation system projections of how long it should take to make the trips).

In both cases the cause of the delays was the loss of 1/3 of the bridge's carrying capacity to accommodate very few bicyclists on one of the bridge's 3 lanes. (We may have seen a total of 2 cyclists on these two trips.) The amount of lost time was a travesty for all those trapped in both instances in stop and go and crawling movement. (We were over an hour late for our March engagement because of the unnecessary congestion.)

In both cases we unnecessarily burned excessive fuel at a significant financial cost, causing more greenhouse gas emissions. Note our instances occurred on a weekend day and a workweek day. For some this is a daily occurrence. How much extra fuel is burned at what financial cost and how much extra air pollution is caused by those who commute on the bridge every week. The benefits gained by the few cyclists do not justify the burdens on those who need to use the bridge.

It doesn't make logical sense to dedicate an entire lane of a three-lane bridge to bicycle use. Instead, there should be a shuttle to carry bicyclists back and forth across the bridge. Just as the operators of motor vehicles are charged a toll to cross the bridge the bicyclists should be charged a toll to use the shuttle.

We WILL NOT be voting to pass any measure to increase transit funding unless the current situation is changed and the existing infrastructure is used to the full extent it was designed for.

Sincerely yours,

Gary D. Scott

2102 Tenaya Ct.

Brentwood, CA 94513

(925) 487-0897

From: [Kim Christie](#)
To: [Pan, Katharine@BCDC](mailto:Pan,Katharine@BCDC)
Subject: RE: Richmond Bridge
Date: Thursday, June 12, 2025 8:11:32 AM

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

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Morning Katharine, ok I have been waiting for this. This is a MAJOR accident on the Richmond Bridge. This is a fear of motorists. How are emergency vehicles going to get through?

From: Kim Christie
Sent: Thursday, June 5, 2025 5:16 PM
To: katharine.pan@bcdcc.ca.gov
Subject: Richmond Bridge

Good afternoon Katharine, I am writing about my concerns about the Richmond Bridge. As I just heard on KCBS radio, Cal Trans is going to do scheduled road work next week on the Bridge.

The ongoing traffic problem that occurs when there is a break down or accident on the upper portion of the Bridge has got to be addressed.

The bridge is 70 years old and wasn't built for the extra weight from cars sitting during an accident or stall. I have been stopped on the Bridge now many occasions and felt unsafe by the swaying and noticing a driver does not have a safe place to pull over unless they scale the bike lane nor are there any call boxes.

I am requesting the bike lane be removed next week while Cal Trans does their repairs.

Thank you,
Kim Christie

From: Goldzband, Larry@BCDC
To: Pan, Katharine@BCDC
Subject: FW: Richmond–San Rafael Bridge Traffic Congestion – Urgent Request for Corrective Action
Date: Friday, June 13, 2025 4:49:31 PM

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: harris masket <harrismasket@gmail.com>
Sent: Friday, June 13, 2025 4:48 PM
To: Wasserman, Zack@BCDC <zack.wasserman@bcdc.ca.gov>; Goldzband, Larry@BCDC <larry.goldzband@bcdc.ca.gov>
Subject: Richmond–San Rafael Bridge Traffic Congestion – Urgent Request for Corrective Action

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To R. Zachary Wasserman and Larry Goldzband,

I am writing as a long-time Bay Area resident, avid cyclist and daily commuter to express my deep frustration with the persistent gridlock on the Richmond–San Rafael Bridge (I-580). For a region of nearly eight million residents—where practical, high-frequency public transit between the East Bay and Marin County is essentially nonexistent—the current level of congestion is inexcusable.

A failed “pilot” that still blocks a critical lane

More than a year has passed since the recognition that the **westbound shoulder “temporary” bicycle lane was a failure**. That pilot program has ended, ridership numbers remain negligible, and yet the concrete barriers remain—effectively throttling one of the Bay Area’s few cross-bay corridors to a single westbound traffic lane during peak periods. The result is daily, hours-long backups that now feel routine.

Real-world consequences

- **Work and productivity:** Commuters regularly lose 45–60 minutes each direction, reducing workday efficiency and adding uncompensated costs to employers and employees alike.
- **Family and community life:** Evening activities are missed, childcare schedules are upended, and stress levels rise as families sit in stop-and-go traffic that should be avoidable.
- **Emergency response:** First-responder access is compromised when vehicles cannot maneuver through bumper-to-bumper conditions in a single-lane corridor—a risk that should be unacceptable to any public agency.

Repeated warnings have gone unanswered

Local media outlets, including *The Marin Independent Journal* and Bay Area television stations, have reported on this problem multiple times over the past year. County officials, state legislators, and community groups have all requested action, yet no meaningful corrective steps have been taken. Each week that passes without a plan to restore full vehicular capacity reinforces a perception of bureaucratic inertia and mismanagement.

Requested actions

1. **Immediately remove the temporary concrete barriers** and reopen the right westbound lane to vehicular traffic during peak travel hours.
2. **Publish a clear timeline** for any longer-term studies or permanent multimodal solutions so the public can hold Caltrans accountable.
3. **Engage openly with stakeholders**—including regional transit agencies, county emergency-service directors, and commuter associations—to develop alternatives that balance bicycle access with the undeniable transportation needs of hundreds of thousands of daily bridge users.

Bay Area residents expect you to collaborate with other stakeholders to safeguard mobility, economic vitality, and public safety. Allowing an underused experimental bike lane to choke off a critical interstate link contradicts that mission. I have notified state and local officials about this daily catastrophic situation and I urge you to act decisively and restore the Richmond–San Rafael Bridge to its full intended capacity without further delay.

Thank you for your prompt attention. I look forward to your response outlining immediate remediation steps.

Sincerely,

--

HARRIS MASKET, M.D.

he him

510-368-2802

harrismasket@gmail.com

From: [Kim Christie](#)
To: [Pan, Katharine@BCDC](mailto:Pan,Katharine@BCDC)
Subject: RE: Richmond Bridge AGAIN
Date: Tuesday, June 17, 2025 1:00:10 PM

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It's a banner day on the Bridge. Another accident #3 today

From: Pan, Katharine@BCDC <katharine.pan@bcdca.gov>
Sent: Tuesday, June 17, 2025 9:30 AM
To: Kim Christie <kchristie@baycitiesrefuse.com>
Subject: RE: Richmond Bridge AGAIN

Hi Kim,

Thanks for sharing your observations and concerns about the bridge. Just to clarify, Caltrans owns and operates the Richmond-San Rafael Bridge, but holds a permit with BCDC that includes the pilot project for the peak hour lane on the lower deck and the public access path on the upper deck. They currently have an open application with BCDC to modify the pilot project. Would you like this message and/or your previous messages to be shared with the Commission as public comment when it considers Caltrans' application? Please let me know your preference. Thanks!

Katharine Pan

Shoreline Development Program Manager

Direct: (415) 352-3650 | katharine.pan@bcdca.gov

San Francisco Bay Conservation and Development Commission
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www.bcdca.gov | [@SFBCDC](https://twitter.com/SFBCDC)

BCDC is hiring! Visit <https://bccdc.ca.gov/about/employment/> for more info.

From: Kim Christie <kchristie@baycitiesrefuse.com>

Sent: Tuesday, June 17, 2025 7:52 AM

To: Pan, Katharine@BCDC <katharine.pan@bccdc.ca.gov>

Subject: Richmond Bridge AGAIN

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Katharine, just reporting an accident a day. Yesterday the accident on the Richmond Bridge caused a 2 hour delay for our drivers day.

Today, another accident on the Bridge causing back up on the side streets in Point Richmond. Motorists trying to go around, doesn't work out.

I come over from Marin to our office in Richmond every day and see firsthand the back-up.

From: [Kim Christie](#)
To: [Pan, Katharine@BCDC](mailto:Pan.Katharine@BCDC)
Subject: RE: Richmond Bridge AGAIN
Date: Tuesday, June 17, 2025 9:48:03 AM

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

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Thanks Katharine, yes I understand Caltrans owns and operates the Richmond-San Rafael Bridge but my understanding is BCDC keeps extending the date making a decision about the bike lane. So please forward my complaints, suggestions to anyone that will listen. Oh and by the way it is 9:50 am and the Bridge is still backed up.

From: Pan, Katharine@BCDC <katharine.pan@bcdc.ca.gov>
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To: Kim Christie <kchristie@baycitiesrefuse.com>
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Shoreline Development Program Manager

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Subject: Richmond Bridge AGAIN

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From: [Kim Christie](#)
To: [Pan, Katharine@BCDC](mailto:Pan,Katharine@BCDC)
Subject: Richmond Bridge AGAIN
Date: Tuesday, June 17, 2025 7:52:17 AM

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From: [John K. Neuenburg](#)
To: [BCDC PublicComment](#)
Subject: Richmond Bike Lane
Date: Tuesday, July 1, 2025 5:20:17 PM

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

Please end the Richmond Bridge bike lane fiasco! Restore the upper deck to its original configuration: three motor vehicle traffic lanes, seven days a week. Bike and pedestrian use is nearly zero, statistically, compared to motor vehicle use. Do not bend to the bike lobby pressure. We have a gigantic problem for motor vehicle drivers. Create a pay-per-use shuttle van service for bicycle riders and pedestrians.

Reserving the lane for bicycles on weekends is nonsensical, since most of that small number are riding for exercise, not to commute to a job. Let them exercise elsewhere! What is bad about a bike lane on weekdays - restricted motor vehicle use especially when a lane is blocked - is bad on weekends too.

The model for a successful bridge is already tested: on the lower deck. Duplicate that on the upper deck.

John Neuenburg
San Rafael, CA
415-847-2801