

From: [K Cluff](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 3:55:17 PM

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Please do not close this vital transbay link for bicycle commuters. And we're not talking hypothetical commuters, we're talking my friends John and Ben who commute several times a week over the RSR bridge. It is a vital link for those choosing to get out of their cars for their own health and the health of our communities.

It would also be a horrible loss for the general health and well-being of the considerable group of people who use the bridge for recreational purposes. There's my over 60's cycling posse who can only get their miles in on gentle slopes like the RSR bridge, and there's all the fisher folk who we see out there every day, there's the walkers & joggers, and a whole host of people who will be shut out if the path is closed most of the time.

- K

=====

K Cluff | k@keho.com | M: 510.919.5346

From: [Matt Carvell](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 4:16:48 PM
Attachments: [Outlook-p1pfudyd.png](#)

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

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Hello,

I oppose MTC's permit amendment request and support keeping the bridge trail open 24/7. As a bicycle commuter in the Bay Area, I feel that this plan would go against Caltrans Bay Area Bike Plan, as well as a general principle to provide "maximum feasible public access" consistent with state law.

I look forward to hearing updates from your upcoming meeting.

Best,

Matt Carvell
Marketing Manager

WRNS STUDIO

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415.489.2265 P | 501 2ND ST. #402 | San Francisco, CA 94107
<http://www.wrnsstudio.com>

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 [Book time to meet with me](#)

From: [Eli Alexander-Tanner](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 4:12:58 PM

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To whom it concerns:

I am writing in support of keeping the Richmond-San Rafael Bridge bike lane open to 24 hour access.

This bridge has contributed mightily to my public health and to my access to Marin county both for work and for pleasure and exercise.

As it stands, cars have at least 4 lanes coming and going across this bridge. I think it is only fair that cyclists and pedestrians retain access. In this way, more people are able to use the bridge and more options are available.

Thank you for your attention to my public comment.

Sincerely,

Eli Alexander-Tanner

From: [Matthew Low](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 4:18:52 PM
Attachments: [image.png](#)

Some people who received this message don't often get email from matthewlow99@gmail.com. [Learn why this is important](#)

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To the Bay Conservation and Development Commission,

I am strongly opposed to the proposed amendment. Now more than ever we need to be encouraging cycling as a legitimate and premiere form of transportation.

From purely a road maintenance perspective, removing cyclists and forcing more trips by automobile is unjustifiable. The "Fourth Power Law" was established in the 1962 AASHO Road Test and continues to be validated and accepted in the present day (e.g., 2016 FHWA-HRT-15-074 by the DOT).

This finding states that the amount of road damage is proportional to the fourth power of the vehicle weight by axle. It describes how heavier vehicles are responsible for the vast majority of road damage. Considering an average bicycle weight of 30 lbs. and a rider at 175 lbs., an average car weighing 3,500 lbs. causes about 85,000 times more damage than the bike. The road damage caused by bicycles is so insignificant that it is almost never considered during road design and maintenance planning.

By eliminating the use of the Richmond-San Rafael Bridge for cyclists from Monday-Thursday, the BCDC condemns cycling as merely a hobbyist sport and invalidates cycling as a viable form of transportation.

Instead, we need to lean into cycling as a valid form of transportation by investing in safe, efficient bicycle infrastructure. It has been shown repeatedly that building good bike infrastructure results in an induced demand and more people cycling. It is critical that people feel safe and able to effectively use bicycle infrastructure -- this means maintaining safe, separated bike paths along as much of the journey as possible. The safest bike path in the world would not be able to gain ridership if it were enclosed by busy highways.

Three recent examples of bike infrastructure leading to more cycling trips:

1. 2021, Kraus and Koch: <https://www.pnas.org/doi/10.1073/pnas.2024399118>.
Summary: In 106 European cities, an average of 11.5 km of pop-up bike lanes installed per city between March–July 2020 led to 11–48 % increases in cycling.
2. 2023, Fosgerau et al.:
<https://www.pnas.org/doi/10.1073/pnas.2220515120>. **Summary:** "Copenhagen bicycle lane network has caused the number of bicycle trips and the bicycle kilometers traveled to increase by 60% and 90%, respectively, compared with a counterfactual without the bicycle lane network"
3. 2022, Becker et al.: <https://www.sciencedirect.com/science/article/pii/S2210670722004814>. **Summary:** A local pop-up bike lane in Berlin saw a 73 % rise in cycling volumes on that street post-implementation.

As shown by [2020 Mohorčich] in the table below, there is no more efficient mode of human transportation than bicycling. The energy cost, measured in the energy required to move a passenger 1 kilometer, is lowest for cycling trips. Cycling is more than 10x more efficient than ICE cars and even beats out electric buses and metros operating at full capacity.

Best,
Matthew Low

Table 1. Energy intensity, distance, and predicted effective commute range by mode.

	Energy Intensity (MJ per Passenger-km)	Distance/Year (km)	Distance/Year (km)	Effective Commute Limit (km)	Effective Commute Limit (km)
		Demi-A	Post-A	One-Way, Demi-A	One-Way, Post-A
Cars (ICE)	1.3	25,610	2896	35	3.97
Cars (BEV)	0.67	49,691	5516	68	7.6
Metros	0.1584	210,181	23,353	287.5	32
Buses (ICE)	0.54	77,067	6844	105.5	9.3
Buses (BEV)	0.29	114,803	12,744	157	17.5
Bicycles	0.105	317,074	35,200	434.3	48.2
Walking	0.218	152,719	16,954	209	23

Sources:

- 1962 AASHO Road Test: <https://onlinepubs.trb.org/Onlinepubs/sr/sr61g/61g.pdf>
- 2016 FHWA-HRT-15-074: <https://www.fhwa.dot.gov/publications/research/infrastructure/pavements/15074/index.cfm>
- 2020 Mohorčich: <https://www.mdpi.com/2071-1050/12/6/2376>. See Table 1

From: Robert Katsma
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project”.
Date: Tuesday, August 5, 2025 4:05:28 PM

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Diane and I, both sixty eight years old, ride our bikes from the Richmond Ferry to the Ferry Building in San Francisco weekly, on Tuesday or Thursday. We ride the ferry back to Richmond. It is a beautiful route: RSR Bridge, Old Streams Trail, GG Bridge, Lands End, GG Park, The Wiggle, SF Bay boat ride. Without the RSR Bridge, we are stuck in the East Bay. The interruption of a shuttle would destroy one of the most beautiful urban cycle routes in the world.

Robert and Diane Katsma

From: Preston
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 4:09:06 PM

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I support the Pilot Project and have only two points to make:

- 1.) In addition to the benefit of non-motorized connectivity, the Bike and Ped Path provides healthy exercise and inspiring views for those who use it. This is a valuable physical and mental health benefit.
- 2.) The multiple lane merges at the toll plaza are the root cause of the bottleneck. If the merge from 3 lanes to 2 lanes was before the toll plaza, and if only 2 toll lanes were open, the merge delay would be greatly reduced and the congestion would lessen.

Thank you,

Preston McCoy
San Rafael, CA

From: Emily Bei Cheng
To: [BCDC PublicComment](#)
Subject: 8/7/2025 BCDC Board Meeting - Item 9 - RSR Bridge Path
Date: Tuesday, August 5, 2025 4:19:28 PM

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My name is Emily Cheng, and I'm a San Francisco resident who was raised in the Bay Area. I'm writing to strongly urge your support for maintaining 24/7 access to the multi-use path on the Richmond-San Rafael Bridge.

I regularly rely on the RSR path for my bicycle commute to my art residency in Oakland. Many of my friends use it daily for their own weekday commutes. Beyond its practical use for transportation, the path is a vital connector in the Bay Area's network of recreational bike routes. It plays an essential role in the extended Bay Trail. IT also supports a popular bikepacking route that links the Peninsula, North Bay, and East Bay.

Keeping the RSR path open around the clock ensures that both locals and visitors can experience the natural beauty and interconnectedness of our region, whether it's for work, travel, or recreation. Thank you for your consideration.

- Emily

From: Erica Strohmeier
To: [BCDC PublicComment](#)
Subject: Richmond-San Rafael Bridge Bike Path
Date: Tuesday, August 5, 2025 4:22:31 PM

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To whom it may concern,

I am an urban planner and project manager for bicycle and pedestrian infrastructure in the Bay Area and I support 24/7 access to the multi-use path on the Richmond-San Rafael Bridge. Removing this multi-use pathway would roll back 4 miles of Bay Trail which makes no sense given the regions commitment to finalizing the Bay Trail and expanding bike and pedestrian infrastructure for healthier living and to promote a reduction in vehicle miles traveled. Connections like this, across the bay, are vital to the success of the Bay Trail as a regional connection for active transportation.

Sincerely,
Erica Strohmeier

Sent from my iPhone

From: Ben Weber
To: [BCDC PublicComment](#)
Subject: Bike Lane on Richmond Bridge
Date: Tuesday, August 5, 2025 4:23:08 PM

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Dear Commission Members,

As a twice a week bike commuter across the Richmond bridge, I want to encourage you to reject the proposal to limit bicycle and pedestrian access to the path during the week.

The only other bikeable route over the Dumbarton bridge would be double the distance and time.

The proposed shuttle is not a solution because it would a schedule that meets the needs of cycling many commuters who have different schedules.

A key benefit of the bike lane is that it is available at any time.

State law requires projects in BCDC's jurisdiction to provide the "maximum feasible public access" consistent with the project.

Before the previous meeting postponement in April, BCDC staff were planning to recommend against the MTC and Caltrans' trail closure proposal for this reason and the new proposal now before BCDC has not changed substantively since then.

Caltrans' own Bay Area Bike Plan update that was just finalized this past month lists permanent, all-hours biking and walking access on the Richmond-San Rafael Bridge as one of the top ten projects for Marin County, and this is included as a Tier 1 priority project. The permit amendment proposal Caltrans is participating in to reduce bike/walk access on the bridge is in conflict with their own, newly adopted plan.

Existing, funded projects via MTC's Richmond-San Rafael Bridge Forward initiative to address the primary westbound congestion pinch points should be completed and studied before any further changes to the bridge are considered. These include the open road tolling project, the westbound HOV/bus lane approaching the toll plaza, and the Richmond Parkway interchange project.

Regards,

Ben

From: [Mimi Torres](#)
To: [BCDC PublicComment](#)
Subject: 8/7/2025 BCDC Board Meeting - Item 9 - RSR Bridge Path
Date: Tuesday, August 5, 2025 4:24:11 PM

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Dear BCDC -

Please keep the multiuse path open on the Richmond San Rafael Bridge 24/7.

Studies have shown that the pathway has not increased average delay on the bridge. The path also increases Bay Trail access and provides connectivity to cyclists (and I'm sure some walkers) that was not previously there. Removing this access is short sighted and a step backwards.

Thank You,

Mimi Torres
Berkeley, CA

From: [Rollie Katz](#)
To: [BCDC PublicComment](#)
Cc: [Peterson, Sierra@BCDC](#)
Subject: Richmond Bridge
Date: Tuesday, August 5, 2025 4:26:53 PM
Attachments: [Richmond Bridge BCDC Letter.pdf](#)

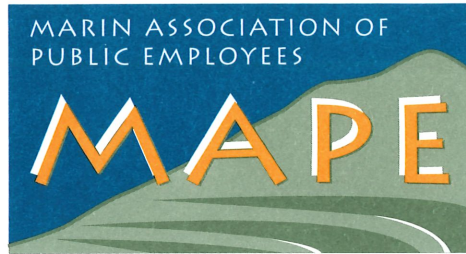
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Attached is the Marin Association of Public Employees' letter in support of the proposal to modify the Richmond Bridge Bike Lane.

Thank you.

Rolie Katz
Executive Director
MAPE



August 5, 2025

Bay Conservation and Development Commission
375 Beale St., Suite 510
San Francisco, CA 94105

Re: Richmond Bridge Bike Lane

Honorable Commissioners,

I am writing to you on behalf of the Marin Association of Public Employees (MAPE). MAPE represents the majority of the County of Marin's employees, many of whom commute across the Richmond-San Rafael Bridge. As I have said when I have spoken during open time, riding a bicycle to work is not a viable option for our members who must commute across the bridge. Unfortunately, neither is public transit for most of our members who travel across the bridge to get to work.

The real-life experiences of workers who must commute across the Bridge

Several of the workers we represent have shared their stories with you. Ms. Gabby Ventura, an Oakland resident, spoke to you last month. She does not own a car. She carpools to work with a co-worker who lives nearby. When her carpool buddy is on vacation or is sick, Ms. Ventura takes a bus to BART, and two more buses to her office. The trip is more than two hours.

Ms. Ana Tejada lives in Castro Valley. She is a single parent. Her commute is about 40 miles each way. She starts work at 8:00 a.m. and leaves home at 5:45 a.m. so she will not be late. She has never been late, though she is often early.

Mr. Justin Hernandez lives in Berkeley. He often uses public transit, driving to the bus stop, and taking two buses to get to work. This is a longer trip for him than when he drives. He has been late to work because of delays on the bridge due to stalls and accidents. Without a breakdown lane, traffic conditions are much worse when there is an accident or stall.

Marin Association Of Public Employees (MAPE)

16 Mitchell Boulevard, San Rafael, CA 94903

Phone: 415-479-6273 Fax: 415-479-6275

Responding to arguments made by those who opposed the commonsense proposal before you

Those who opposed the proposal before you have made several arguments in support of their position. A close examination of those arguments reveals that they should not carry the day.

There are “only” 40 incidents a year when there are stalls or accidents, the effects of which might be ameliorated by having a breakdown lane

Only 40? That’s 40 times a year when working people might be late to work. I have worked in the labor movement since 1979, in both the public and the private sectors. I have yet to meet an employer who thinks its ok for one of its employees to be late to work 40 times a year.

In order to avoid being late, many workers do what Ms. Tejada does. They leave home very early to avoid being late. If they have children whom they must take to childcare or school, their lives are further complicated. The status quo does not enhance their quality of life.

Every Bicycle that traverses the bridge means one less car

It is my understanding that the traffic study that was done for Caltrans and MTC/BATA shows that when the weather is good, 21 people ride bicycles across the bridge during commute hours compared to the 18,000 cars that travel on the west bound lanes during the same time. Under the plan before you, assuming all 21 are commuting, they will be able to continue to ride their bikes to work because there will be a van for them. Indeed, granting the permit will not make it impossible for more people to ride their bikes to work because they will be able to use the van. In other words, granting the permit will not take away the option of riding bikes and will not in and of itself add more cars to the bridge.

The overwhelming majority of those who are riding their bikes on the bridge are doing so for recreation. They are not going to drive their cars across the bridge for recreation.

Riding a bicycle is not a viable option for the thousands of people who commute to Marin County on the Richmond Bridge.

The Richmond and Berkeley City Councils opposed the proposal

What about the Concord, Pleasant Hill, Martinez, Pittsburg, Antioch, Suisun City, Fairfield, Vacaville, Vallejo, El Sobrante, Hercules, San Pablo, Albany, Alameda, Oakland, San Leandro, Fremont and Hayward City Councils? This is not a Berkeley/Richmond/Marin County issue. This is a regional issue. Residents of these cities drive across the bridge to get to work in Marin. Riding a bicycle is not an option for them.

Maximum Feasible Access to the Bay

Not one square centimeter of the bay be filled as a result of granting the permit. Nothing is going to be built along the Bay that will deprive us of access to the Bay. Though not directly dependent upon this project, there are now viable proposals to improve bike trails in Richmond which will increase access to the Bay. Denying this permit application on the grounds that it contravenes the maximum feasible access mandate would not be based upon a reasonable reading of the statute.

HOV lane

We wholeheartedly support the establishment of a west bound HOV lane on the bridge as soon as possible. It should not take up to three years to conduct the necessary studies to establish the HOV lane. We urge all involved to expedite the establishment of the west bound HOV lane.

Conclusion

MAPE, the union that represents the majority of the County of Marin's employees, urges you to approve the application before you so that the commonsense proposal can be implemented as soon as possible.

Thank you.

Sincerely,



Roland M. Katz
Executive Director

c: Erica Butler, MAPE President
MAPE Executive Board
MAPE Members

From: [Shelby Pope](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 4:28:09 PM

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Hi there,

I'm a resident of Richmond asking to please maintain full time use of the Richmond/San Rafael bike trail. Organizations, local governments and -- most importantly -- people across the Bay Area want full, continued access to the bridge, and that's who should be listening to.

The proposed shuttle service also does not provide equivalent access to the bridge crossing for people without cars -- biking is more equitable, and better for the environment, and allows people the freedom to cross as they please. We are in a time of severe climate emergency, and we need to prioritize carbon-free alternatives to driving: why are we suggesting going backwards and prioritizing car travel?

As someone born in Marin who's lived in the East Bay for more than a decade, the Richmond/San Rafael bike path is the kind of forward thinking, equitable thing that makes me proud to live in the Bay Area, and it would be a great loss to severely limit it in this way.

Thank you for your time!

Shelby

--

Shelby Pope
Freelance writer
shelby@shelbypope.com
shelbypope.com

From: [Lucas Paz](#)
To: [BCDC PublicComment](#)
Subject: 8/7/2025 BCDC Board Meeting - Item 9 - RSR Bridge Path
Date: Tuesday, August 5, 2025 4:29:20 PM

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Dear commission members:

As a frequent user of the Richmond bridge, both as a car driver and bike rider I want to encourage you to reject the proposal to limit bicycle and pedestrian access to the path during the week. I ride my bike on the Richmond Bridge path several times every week not just on the weekends and I highly value that it provides open access to bicyclist and pedestrians throughout the week.

I have been bicycling across the Richmond bridge path since it was originally opened. I absolutely love the path and appreciate access throughout the week. I have observed a multitude of diverse users of the path coming from Marin County (heading east) and from the East Bay (heading west) every time I ride it.

Studies have shown that the pathway has not increased average delays on the bridge for cars. Therefore, there is really no good reason that the path should not continue to be open throughout the week.

State law requires projects in BCDC's jurisdiction to provide the "maximum feasible public access" consistent with the project.

Before the previous meeting postponement in April, BCDC staff were planning to recommend against the MTC and Caltrans' trail closure proposal for this reason and the new proposal now before BCDC has not changed substantively since then.

Caltrans' own Bay Area Bike Plan update that was just finalized this past month lists permanent, all-hours biking and walking access on the Richmond-San Rafael Bridge as one of the top ten projects for Marin County, and this is included as a Tier 1 priority project. The permit amendment proposal Caltrans is participating in to reduce bike/walk access on the bridge is in conflict with their own, newly adopted plan.

Existing, funded projects via MTC's Richmond-San Rafael Bridge Forward initiative to address the primary westbound congestion pinch points should be completed and studied before any further changes to the bridge are considered. These include the open road tolling project, the westbound HOV/bus lane approaching the toll plaza, and the Richmond Parkway interchange project.

Please vote to continue keeping the path open throughout the week.

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

From: [David Chludzinski](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 4:29:49 PM

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Hello,

I am writing to express my support for keeping the Richmond-San Rafael Bridge bike path open 24/7.

The proposed closures would deny equal access to the most vulnerable means of transit - bikers and pedestrians - especially considering there would be periods in which there are no alternatives aside from driving oneself across.

Thanks,
David Chludzinski

--

M.Arch, 2019
B.S. Architecture, 2017
dlchlud@umich.edu
248-462-4766

From: [Caryn Augst](#)
To: [BCDC PublicComment](#)
Subject: Keep the bike lane open
Date: Tuesday, August 5, 2025 4:30:40 PM

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To the BCDC,

Eliminating the Richmond bridge bike lane will almost certainly cause more wear and tear on the upper deck of the Richmond bridge. That deck periodically drops pieces of concrete on the deck below because it already carries far more traffic than it was designed for. It's dangerous for users of both decks to increase the number of cars, and it will not reduce traffic. Even if it's supposedly only a breakdown lane, scofflaws will drive in it anyway just as they do on the lower deck even during hours that the 3rd lane is closed. People need to be encouraged to use public transit and other alternatives such as biking rather than drive drive drive all the time.

Caryn Augst
Berkeley

From: Darles Eaton
To: [BCDC PublicComment](#)
Subject: 8/7/2025 BCDC Board Meeting - Item 9 - RSR Bridge Path
Date: Tuesday, August 5, 2025 4:27:50 PM

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To whom it may concern:

I commute both by car and bike, and I support the multi-use lane on the Richmond bridge. Even when I'm sitting in traffic trying to get across the bridge, I think keeping that alternative choice in transportation is worth it. It's important to be able to have choice in transportation, and keeping the Richmond bridge multi-use lane open is critical to that end.

Any congestion issues on the bridge are more the cause of Marin not prioritizing affordable housing. Studies have shown that the pathway hasn't increased the average time spent crossing the bridge.

Thank you for your consideration in this matter,
Darla

*

From: Marc Whitley
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 4:31:31 PM

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Hello,

I am writing to petition to keep the the Richmond-San Rafael Bike/Pedestrian trail open during weekdays, as it currently is.

The connection serves commuters by offering alternative bike commuting options as well as recreational use of the bridge. The bike path is a Tier 1 priority project within Caltrans' Bay Area Bike Plan which lists permanent, all-hours biking and walking access on the Richmond-San Rafael Bridge as one of the top ten projects for Marin County. Caltrans' permit amendment (to reduce cycling/pedestrian access) is in conflict with their own plan.

Stated reasons to close the cycling and pedestrian lane, including testing the zipper, car congestion, and equivalent facilitation are not strong enough cases to justify closure. Testing of the zipper does not require closure as stated. Car congestion is alleviated by alternate commuting methods. Shuttle services do not adequately serve those without a car and that may be better served with the pedestrian lane.

Please consider keeping this lane open for all to use.

Thanks,
Marc

From: Giovanni M
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 4:33:01 PM

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Dear Commission,

Born in SF, raised in the East Bay, and I regularly commute in my car to Rohnert Park from Richmond at 8 a.m. on weekdays. Please, keep the RSR bridge path open to people 24/7. Traffic on the bridge can be terrible, and we all know it is because of the Sir Francis Drake Blvd (2A) exit. Time and energy would be better spent figuring out how to funnel the large volume of cars traveling from the East Bay to the single lane/enter and exit 2A.

Thanks,

Giovanni Mejia

From: [Arvi Sreenivasan](#)
To: [BCDC PublicComment](#)
Subject: 8/7/2025 BCDC Board Meeting - Item 9 - RSR Bridge Path
Date: Tuesday, August 5, 2025 4:32:07 PM

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Hello, I'm writing to urge you to keep the Richmond - San Rafael bridge path for bikes and pedestrians open 24/7.

The case is clear:

- Cities around the world have made great strides in enabling people to get around by bike instead of private car, by creating a connected network of safe routes. The Bay Area could realize this vital goal, too, but we'll never get there if we rip out vital links in the network. No link is more vital than the RSR path!
- I've used it to commute from the East Bay to San Francisco during the week, and for leisure rides also. Usage will only grow as we better connect both sides to amenities in Marin and the East Bay.
- E-bikes -- which are much cheaper to acquire and maintain than cars, and skyrocketing in popularity -- make this accessible for everyone.
- A bike shuttle is a non-solution that people won't use.
- Meanwhile, there's no robust evidence that the path makes traffic worse, if we're looking at the data honestly
- Adding car lanes (esp. in a narrow section of the journey) has never solved any congestion problem in American history.

This is a huge historic decision, and we have to do the right thing! Keep the path open!

Thank you.
-Arvi Sreenivasan
Oakland, CA

From: [Eris Weaver](#)
To: [BCDC PublicComment](#)
Subject: Public Comment: 8/7/2025 BCDC Board Meeting - Item 9 - RSR Bridge Path
Date: Tuesday, August 5, 2025 4:35:13 PM
Attachments: [image001.png](#)

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

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Dear Commissioners:

The Sonoma County Bicycle Coalition supports 24/7 access to the Richmond-San Rafael Bridge multiuse path.

It is very challenging to travel between the North Bay and the East Bay without a car. Golden Gate Route 580 is the only option across the bridge and I'm not always able to get my bike on the bus. I've used the bridge pathway in concert with SMART and BART to travel between Santa Rosa and Oakland; if the bridge pathway wasn't there it would have been almost impossible.

And yes, that was on a WEEKDAY for WORK purposes.

All of our local jurisdictions have passed resolutions about climate change, about shifting travel mode, about road safety, etc. but the war on bicycle access continues.

None of the arguments made by the pathway detractors justify removing access.

- Studies have shown that the pathway has not increased average delay on the bridge.
- A shuttle is proposed, but I have never seen these work well. They are a deterrent to riding.
- Removing the pathway would roll back 4 miles of Bay Trail and run contrary to state and regional policy.

Please preserve the path 24/7.



Eris Weaver, Executive Director
Sonoma County Bicycle Coalition
eris@bikesonoma.org
707-545-0153 office • 707-338-8589 cell
www.bikesonoma.org
[Book time to meet with me](#)

From: [Jackson Lester](#)
To: [BCDC PublicComment](#)
Cc: [Pan, Katharine@BCDC](#)
Subject: Public Comment on Agenda Item 9 - Please keep the bicycle and pedestrian access continuous on the Richmond San Rafael Bridge
Date: Tuesday, August 5, 2025 4:36:22 PM

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

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Dear Commissioners,

I'm writing to urge you to make the bicycle and pedestrian path access continuous and to avoid the temptation to further our region's crippling car dependency for temporary convenience of motorists. After reviewing the staff recommendation to close the multi-use path during most of the week, I was left with a frustrating insight:

The claim that this change would sustain "maximum feasible public access consistent with the project" is intellectually dishonest:

- While people driving will still have access to the bridge 24/7, like they do now with two travel lanes, people who aren't in private vehicles will no longer be able to connect between Marin and the East Bay. The 580 bus only runs between 6AM and 10PM, and the shuttle service won't go all night either
- Imagine how the public would react if Caltrans removed access to people in single occupancy vehicles from Sunday through Thursday - that's how I feel as a cyclist who travels across the bridge during the proposed hours of closure.
- If the permittee actually wanted to maintain **"maximum feasible public access consistent with the project"** they could do any of the following
 - Maintain 24/7 bike + pedestrian access across the bridge as they have for the past several years
 - Provide shuttle service across the bridge during all hours the bridge is operating, not just the ones they deem convenient
 - Fund an extension of the Golden Gate Transit 580 bus to be all night
 - Move the barriers back and reopen the path during any hours the shuttle isn't operating
- If you're honestly concerned about travel times for people driving, make one of the lanes HOV only and enforce it vigorously, or increase tolls and use that money to increase transit service, but don't just give people driving more space - I think we have learned in the last 70 years of focusing primarily on road expansion that it doesn't work to eliminate congestion
- 2 of the crossings of the Bay already don't have access via active transportation, and the San Mateo Bridge doesn't even have transit access anymore - this change will make the Bay Area less like itself and more like Orange County, where a car is a requirement for full participation in society.

I live in the Bay Area instead of Kentucky, where I grew up, because of how fully I can live

here relying on active transportation. Please recognize and reinforce that multimodality and dignity in car-free transportation is a big part of what makes the Bay Area special!

Thank you for reading,
Jackson Lester

From: [Olivia Smartt](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project.
Date: Tuesday, August 5, 2025 4:49:51 PM

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

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Hello,

Thank you for your work on this project and for taking the time to review and consider public comments.

My name is Olivia Smartt and I have been a resident of the Bay Area for half of my lifetime. I am fully invested in the East Bay + Marin continuing to stay connected via cycling the Richmond San Rafael Bridge on all days (and at all hours).

I often need to drive from my home office in Oakland to jobs and fun in Marin, and back. I have definitely experienced the car congestion that clogs the freeway before the bridge.
(I would ride my bike or take transit if feasible, but with my photography equipment in tow, it is not yet feasible, so I bought a car and now I drive to jobs.)

Now that I drive more than I bike, I would *LOVE* it if there were less car & truck traffic on the bridge, but we all know that:

-> Traffic doesn't work that way. The more lanes there are, the more cars and trucks will come.

-> If the bike lane on the bridge were removed as an option, car and truck traffic would not improve.

Thus, based only on my car driving discomfort, the removal of the bike lane (on all days) would NOT help. I just don't see why anyone would hope to remove the cycling lane (on all days).

Secondly, we **MUST** have opportunities for healthy recreation and healthy human travel (biking and walking). Whether we're looking at sustainability, climate change, or simply human health, we **MUST** continually advocate for evolution of our current gasoline/car-based systems.

Lastly, all of the talking points laid out previously -- and pasted below -- are **VERY** true, and very real. **Any of your actions to shut down all-days biking access would appear to deviate from the mandate you were appointed or elected to address.**

- BCDC's core decision-making principle involves preserving "maximum feasible public access" to the bay shoreline. The current trail closure proposal does not meet this standard.
- Maintaining full bicycling and walking access on the Richmond-San Rafael Bridge has received broad support from many East Bay partners.

The \$10 Million for bike/walk infrastructure upgrades listed in MTC's project proposal will be available to the City of Richmond whether or not the trail closure is approved.

- Testing the zipper barrier does not require a Monday through Thursday trail closure.
- The proposed shuttle service does not provide equivalent access to the bridge crossing for people without cars.
- The Caltrans Bay Area Bike Plan recommends 24/7 biking and walking access on the bridge.
- Funded projects are already underway to address car congestion on the bridge.

Thank you again for your time and **please do not end all days cycling access that everyone worked so hard to create.**

Olivia Smartt

Oakland resident & Bay Area small business owner

--



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From: [Bhima Sheridan](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 6:23:14 PM

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

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Hi,

I'm asking you to vote to keep the bicycle pedestrian path on the RSR bridge open 24/7 to allow maximum feasible access to cyclists and pedestrians. I know many people who use this path as a critical connection to cross the bay without a car or paying for transit. Please keep it open so that there is access for all modes!

thank you,
Bhima



Bhima Sheridan
REALTOR, GREEN

510-502-5243 • Lic. #1990388
bhima@district-homes.com
www.bhimasheridan.com

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I have not verified any of the information contained in those documents that were prepared by other people. You will never receive wire instructions or changes to previously provided wire instructions from myself or my team.

From: [Matt Jones](#)
To: [BCDC PublicComment](#)
Cc: [Dani Lanis](#); [Robert Prinz](#); [Warren Wells](#); [Clarrissa Cabansagan](#)
Subject: Comment on Item 9 - Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 7:59:33 PM

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

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Dear board,

Thank you for the opportunity to comment on agenda item 9 – "Richmond-San Rafael Bridge Pilot Project Modifications Project."

SVBC deeply appreciates [the history of BCDC](#); it is an organization created from an understanding that the Bay Area's core identity is centered on the protection of the Bay. Imagine going to a Giants game without protecting the Bay. Imagine visiting Tiburon or Rosie the Riveter Museum without the protecting Bay. And let's not forget how much bike tourism we generate from the SF to Sausalito trek across our Golden Gate Bridge.

We made our current quality of life possible through robust investments in organizations like BCDC to protect the Bay to preserve our natural habitat - our air quality, water quality and breathtaking landscape. We also decided to make bold investments in ferries, transit, and bike infrastructure so we can visit these places without a car.

Bike Coalitions and our partners have advocated for bridge access so that we have choices - whether we are commuters or families on a trip - for people who bike to travel safely. Although our two represented jurisdictions - San Mateo and Santa Clara County - do not touch the Richmond-San Rafael Bridge, we are aligned in prioritizing bridge access for all bridges in the Bay Area, because here in the Bay Area we need to think regionally about decisions, which is what BCDC is all about.

On a more personal note, I rode with many others in the [Civilized Century](#) this past weekend which included routes on the Dumbarton Bridge. These rides are a great way to introduce riders to the ease and fun of crossing bridges to build in exercise into our days and consider a bridge commute as an option. The more that we can incentivize people to get out of their cars, the happier and healthier our people and environment will all be.

Let's choose the option that makes the most sense for an environmentally, regionally-focused organization like BCDC - **to ensure full, 24/7 access to the Richmond-San Rafael Bridge.**

Best,

--

Matt Jones | he/him/his
Director of Advocacy

Silicon Valley Bicycle Coalition

[Take Action](#) | [Bike Resources](#)

[Volunteer](#) | [Donate](#)

Register for the SV Bike Summit on August 28th!

From: [Dana Albert](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 9:43:03 PM

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

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Dear commission members,

As a longtime motorist, cyclist, pedestrian, and assistant coach of a high school mountain biking team, I am writing to respectfully urge you to keep the pedestrian/cyclist bridge open on the Richmond-San Rafael Bridge seven days a week, and reject the proposal to limit access to it during the week.

I could base this plea on so many things. I could write about the fact that BCDC's core decision-making principle involves preserving "maximum feasible public access" to the bay shoreline. I could mention that maintaining full bicycling and walking access on the Richmond-San Rafael Bridge has received broad support from many East Bay partners. I could point out that the proposed shuttle service would not provide equivalent access to the bridge crossing for people without cars. I could remind you that the Caltrans Bay Area Bike Plan recommends 24/7 biking and walking access on the bridge, and that funded projects are already underway to address car congestion on the bridge. But instead, I want to ask a rhetorical question: would you rather the Bay Area be more like Amsterdam, or like Los Angeles? When we continue catering to motorists at the expense of everyone else, we perpetuate a society based on convenience at the expense of people's health and that of the planet. By bending over backwards to serve motorists, we dissuade them from trying other modes of transportation. We become enablers. This excellent pedestrian lane was a result of countless people deciding we can do better. And they are right.

One more thing: with the growing popularity of e-bikes, people are starting to consider commuting by bicycle who never have before. A commute over this bridge is entirely feasible for a whole new cohort. Can we please continue to enable that very positive trend?

Thank you for your attention and consideration.

Sincerely,
Dana Albert
1491 Posen Ave
Albany, CA 94706
(510) 846-3879

From: [Raymond Pisano](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 4:53:51 PM

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

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The Richmond-San Rafael Bridge should not be just for cars!

BCDC's core decision-making principle involves preserving "maximum feasible public access" to the bay shoreline. The current trail closure proposal does not meet this standard

I use the bridge regularly for weekday rides to get to and through Marin County coming from Oakland. The multi-use lane provides a safe route for everyone, families and children included. Eliminating 24-7 access to this critical hard-fought bike route would be a major disaster to Bay Area recreation, tourism, and ecological interests.

Funded projects are already underway to address car congestion on the bridge.

Existing, funded projects via [MTC's Richmond-San Rafael Bridge Forward initiative](#) to address the primary westbound congestion pinch points should be completed and studied before any further changes to the bridge are considered.

These include the open road tolling project, the westbound HOV/bus lane approaching the toll plaza, and the Richmond Parkway interchange project.

Additionally, funding for increases in transbay bus and other transit service need to be prioritized, not just transit lanes, enabling more crossings without adding more driving miles.

Please preserve this cross-bay bicycle option.

Thank you!

~Raymond

From: [Bruce Dughi](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 5:09:27 PM

Some people who received this message don't often get email from bdughi@yahoo.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 Bay Conservation and Development Commissioners,

Please, please maintain 24hr/7day bicycle/pedestrian access to the Richmond-San Rafael bridge and therefore the Bay Trail. Remember that your charter is to maximum access to the Bay rather than traffic congestion.

As a conservation commission, you should also be worried about greenhouse gases and adding cars will only add greenhouse gases. When will our decision makers finally take our Climate Crisis seriously? I worry for our future.

Even if greenhouse gases were not a problem and you were concerned about congestion, we know that adding a lane along the bridge will not fix the congestion problem because there are only 2 lanes on the Marin side. Even if there were 3 lanes on the Marin side, we know that more lanes induce demand for more driving. This is not conjecture as this phenomenon is now well understood.

Finally, even if you were to grant a third lane Mon-Thurs, you should do it after the toll plaza has been removed since that is suppose to change the congestion picture significantly. If you make 2 changes at the same time, you will not know how much each change contributed to congestion--basic scientific principle.

Please retain full bicycle access to the bridge and the bay. Thanks.

Bruce, bicycle user of the Richmond-San Rafael bridge

From: [Alan Forkosh](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 5:40:05 PM

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

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I have read the CalTrans staff proposal and the BCDC staff recommendations, and I believe they may provide a nearly adequate substitute for the current non-motor vehicular access to the Richmond-San Rafael Bridge, provided CalTrans fully complies. However, these recommendations still do not cover two areas that need to be addressed before a permit is issued.

1) The staff recommendation improves the CalTrans proposal by including the 20-minute frequency requirement throughout the day. I believe this will require the operation of two shuttles throughout the day, rather than just during peak hours. Therefore, if one just misses a shuttle, the total time for their trip could be as much as 40 minutes. Mapping apps show that this trip takes about 30 minutes by bicycle. So, the shuttle requirement, on average, matches the expected time it takes a bicyclist to make the trip, with a substantial variation depending on how close the bicyclist meets the shuttle's departure time.

2) The recommendation also names some devices that the shuttle must be able to carry. That list should also include extended-length bicycles, such as tandems and work bikes, as well as bikes with trailers.

So, if Caltrans fully complies with the BCDC staff recommendation as interpreted above, these issues will be satisfied

However, there are two circumstances that the BCDC staff recommendations do not address that need to be satisfied for the shuttle to provide access equivalent to the path:

1) There are no provisions for handling large groups of bicyclists. This means that groups of bicyclists will be limited to using the bridge midweek. I know now of some popular midweek rides that vary their route from week to week (often on short notice). These groups will not have the access they currently have. There needs to be a way to allow this access.

2) More importantly, there will be no access to the bridge between 8 PM and 6 AM. There should be provisions for access during those hours. Methods for obtaining that access should be posted and publicized.

Thank you for your consideration,

Alan Forkosh Oakland, CA
aforkosh@mac.com

From: [Cameron O'Reilly](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 5:57:37 PM

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

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Hi there,

I was made aware that CalTrans wants to close the bike lane on the Richmond-San Rafael bridge on weekdays and prioritize adding a car lane. As both a cyclist and a motorist I strongly oppose the closure. I frequently visit family in Richmond and drive or bike across the bridge as a result. Removing the bike lane both impedes my ability to travel and my ability to recreate. Adding a car lane to save five minutes simply isn't worth the tradeoff of losing one of the ONLY places where one can safely ride a bike across the Bay.

Thanks,
Cameron

From: [Bob Muzzy](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project.
Date: Tuesday, August 5, 2025 6:20:40 PM

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

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I urge you to keep the bike path open 7 days a week as it is now. The more we do to continue to facilitate driving at the expense of other modes of transportation, the more the Bay area will look like Los Angeles; wide freeways packed with slow moving traffic. 100 years of experimentation with the automobile has clearly proven that you can't build more Lanes to ease congestion.

Robert Muzzy

"It doesn't matter whether you walk, cycle, roll, take transit, or drive; we all want the same thing - fewer drivers."

From: [Greg Merritt](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 6:51:28 PM

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

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Dear Bay Conservation and Development Commissioners,

I oppose MTC's permit amendment request and support keeping the bridge trail open 24/7.

This is important infrastructure connecting our communities, and I have used the bicycle access day and night, weekdays and weekends, many dozens of times for a number of years for both transportation and recreation.

Why do I oppose the permit amendment request and support keeping the bridge trail open 24/7?

- BCDC's core decision-making principle involves preserving "maximum feasible public access" to the bay shoreline. The current trail closure proposal does not meet this standard.
- Maintaining full bicycling and walking access on the Richmond-San Rafael Bridge has received broad support from many East Bay partners.
- The \$10 Million for bike/walk infrastructure upgrades listed in MTC's project proposal will be available to the City of Richmond whether or not the trail closure is approved.
- Testing the zipper barrier does not require a Monday through Thursday trail closure.
- The proposed shuttle service does not provide equivalent access to the bridge crossing for people without cars.
- The Caltrans Bay Area Bike Plan recommends 24/7 biking and walking access on the bridge.
- Funded projects are already underway to address car congestion on the bridge.

Regards,
Greg Merritt
Berkeley, California

From: [Eric Christensen](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 6:59:52 PM

Some people who received this message don't often get email from echristensen510@gmail.com. [Learn why this is important](#)

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Hi,

The proposed closure of the of the current bike and pedestrian trail on the Richmond-San Rafael Bridge Monday-Thursday for use as an automobile breakdown shoulder would give more unneeded infrastructure that solely centers around individual car use at the cost to all other users and modes of transit. There is ample automobile breakdown shoulder area long before and after the Bridge. Plus, the proposed Friday through weekend period for trail use indicates that a breakdown shoulder is unnecessary since automotive break downs occur of these days too. Our Bay Area bridges and roads have long sacrificed bike and pedestrian use and the priority of moving people to favor individual automobile use. Bicycle ridership (including e-bikes) is increasing in our region and use of this trail will likely continue to increase as well. The proposed closure of the bike and pedestrian trail would remove an important recreation pathway to benefit the infrequent breakdown of poorly maintained cars and trucks. This trail also allows for bridge maintenance access, which should not only be limited to Fridays and weekends when bike and pedestrian use is high. Please keep the Richmond-San Rafael Bridge bike and pedestrian trail open everyday.

Thank you,
Eric Christensen
Oakland, CA

From: [Morgan Griffin](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 7:44:28 PM

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Dear BCDC Member,

I bike over the RSR Bridge at least once a week on a non-Friday weekday. The proposed shuttle service does not meet my needs. Opponents of the multi-use path have provided no evidence that their proposed weekday closure will alleviate traffic congestion. The plan to close the multi-use path does not permit "maximum feasible public access" to the SF Bay shoreline.

Please reject MTC's proposal to close the RSR Bridge to bikes and pedestrians Monday through Thursday.

Thank you for considering my opinion.

Regards,

Morgan Griffin

1818 Berryman Street, Berkeley, California

From: [Jon Spangler](#)
To: [BCDC PublicComment](#)
Cc: [Jon M Spangler](#); [Jeremiah Maller](#); [Tyler Morris](#); [Heath Maddox](#)
Subject: BCDC August 7 Meeting - Public Comment on Agenda Item 9 (Personal comments)
Date: Tuesday, August 5, 2025 8:33:35 PM
Attachments: [2025-08-05_SIGNED RSR BRIDGE PERSONAL LETTER-Jon Spangler.pdf](#)

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

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BCDC,

Here are my personal comments on Item 9 at Thursday's BCDC Commission meeting (Richmond-San Rafael Bridge Permit application by MTC and CalTrans).

I serve as the Vice-chair of the BART Bicycle Advisory Task Force (BBATF) but these are my personal views and they do not represent the organization.

My signed letter is attached in PDF and the text of my letter is appended below.

Thank you very much for your consideration.

Respectfully submitted,

Jon Spangler
Vice-chair, BART Bicycle Advisory Task Force (BBATF)
League Cycling Instructor #3175
2060 Encinal Avenue
Alameda, CA 94501
CEL 510-846-5356
goldcoastjon@gmail.com
www.LindaHudsonWriting.net
www.linkedin.com/in/jonmspangler

"The bicycle is just as good company as most husbands and, when it gets old and shabby, a woman can dispose of it and get a new one without shocking the entire community." — Ann Strong (1895)

August 5, 2025

TO: Bay Conservation and Development Commission (BCDC)

Metro Center
375 Beale Street, Board Room
San Francisco, CA 94105

FROM: Jon M. Spangler

RE: BCDC Meeting, August 7 - Item 9 - RSR Bridge Path Permits —
Oppose Proposed Closure of Richmond-San Rafael Bridge Bicycle Path

I am a Bay Area native, a homeowner, taxpayer, car owner and driver, and a supporter and user of the Bay Trail, and
I strongly oppose the CalTrans-Metropolitan Transportation Commission (MTC) proposal to reduce access to the Richmond-San Rafael Bridge (RSR Bridge) Multi-use Path (Path). **The Path should remain open 24/7/365 and not be replaced by a westbound breakdown/shoulder lane or an HOV lane for four days a week.**

The BCDC staff correctly recommended in March that the previous RSR Pilot Project proposal be rejected.
The revised July 9 proposal still reduces Bay access and closes 5.5 miles of the Bay Trail for the first time in Bay Trail history:
it deserves the same fate.

The BCDC should:

1. Keep the RSR Bridge Multi-use Path open all day, every day and **not issue any permits that restrict 24/7/365 bicycle, wheelchair, and pedestrian access** to the existing Path;

2. **Support sustainable congestion management solutions instead:** provide effective express transit service across the bridges, promote carpooling, build workforce housing near jobs in Marin County, and enhance bicycle commuter safety, and speed up the pending westbound toll plaza improvements to reduce auto commute traffic.

Closing the RSR Path Monday through Thursday eliminates the only safe, direct route for non-motorized commuters and recreational travelers between the East Bay and Marin County for four out of five work days every week. This leaves people who walk or ride bicycles without a safe, direct path between the East Bay and Marin County for 80% of the work week —

besides, adding a shoulder breakdown lane will not end westbound traffic congestion.

The revised proposal adds “improved” bike shuttle service to replace the path — but bike shuttles have never worked there.

The shuttle does not offer “maximum feasible public access” or give walkers and bicyclists equivalent access to the bridge crossing:

bike shuttle trailers do not fit every bike (especially recumbent trikes and large cargo bikes like *baksfiets*).

No occasional bike shuttle can replace the always-available path for non-auto users.

Restricting RSR Bridge path access reduces “maximum feasible public access” to the bay, violating BCDC’s goals and policies — particularly Transportation Policies (1, 4) and Public Access Policies (2, 5, 8). And it *de facto* removes 5.5 miles of existing Bay Trail access.

The request for permits to reduce access to the RSR Bridge Path should be rejected:

1) Traffic and safety data from the Pilot do not justify path closure. The 2019-2024

Pilot Study showed no significant impact due to the bike-pedestrian path on traffic congestion, collision rates, or incident-related delays. [After Study for the Richmond-

San Rafael Bridge, Phase I, Section 10.5 (2022), Appendix B];

2) Since 2019, thousands of bicyclists, pedestrians, and other path users have crossed the bridge for commuting and recreation — far more people than the proposed new bike shuttle could ever carry;

3) Closing the path will increase pollution, reduce car-free commute options, and generate more greenhouse gas emissions, threatening the Bay;

4) Westbound traffic congestion will persist. Most westbound RSR Bridge congestion occurs at the toll plaza and at Marin County choke points (the Francis Drake Blvd, US 101, and I-580 merges). Without significant widening of Marin County’s roadways, westbound delays will continue — even if there were three westbound bridge traffic lanes.

5) The Caltrans Bay Area Bike Plan recommends 24/7 non-auto (bicycle and pedestrian) access across the RSR Bridge.

6) **The \$10 million for City of Richmond bike/walk infrastructure upgrades** included in the revised proposal **will occur regardless of what happens to the RSR Bridge path.**

They should not be listed as “benefits” of closing the current multi-use path.

7) **Moving heavy barriers twice a week adds both operational costs plus wear and**

tear to an already-aging bridge. As a taxpayer I do not want my taxes wasted like this.

The Multi-use Path is a critical link, offering everyone — bicyclists, pedestrians, and users of wheelchairs, e-bikes, and scooters — sustainable, equitable transportation access between Marin County, the East Bay, and BART. **Please deny any permits that restrict 24/7/365 RSR Path access.** Instead, CalTrans and MTC should apply proven, sustainable solutions to the reduce RSR Bridge congestion and reduce greenhouse gases that cause climate change.

Thank you for your time and consideration.

Respectfully submitted,

Jon M. Spangler

Alameda, CA 94501 | 510-846-5356 mobile | goldcoastjon@gmail.com

From: [Victor](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 8:34:56 PM

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Hello,

It's important to keep the bike and walk trail open for people without other options to cross the bridge, and the proposed shuttle service does not provide equivalent access to people without cars.

Also, Caltrans' own Bay Area Bike Plan update that was just finalized this past month lists permanent, all-hours biking and walking access on the Richmond-San Rafael Bridge as one of the top ten projects for Marin County, and this is included as a Tier 1 priority project.

The permit amendment proposal Caltrans is participating in to reduce bike/walk access on the bridge is in conflict with their own, newly adopted plan.

I support keeping the trail open.

Victor Lewis
El Cerrito

From: [Janne Torres](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 9:29:18 PM

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Hello -

Caltrans' own Bay Area Bike Plan update that was just finalized this past month lists permanent, all-hours biking and walking access on the Richmond-San Rafael Bridge as one of the top ten projects for Marin County, and this is included as a Tier 1 priority project.

The permit amendment proposal Caltrans is participating in to reduce bike/walk access on the bridge is in conflict with their own, newly adopted plan.

I hope you take the time to review all public comments and see that limiting access to the bridge non-car path is not in the best interest of Bay Area residents.

Thank you!

From: [Michael Balmaceda](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 9:52:12 PM

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

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Please ensure that the **bike path** stays open 7 days a week. The bicyclists are not the cause of the congestion / traffic problem on the bridge, cars are - closing the bike path won't even alleviate the traffic as it won't even open up a third lane. I occasionally commute to Marin (I'm a resident of Contra Costa) to visit clients, and I like having the choice to be able to do so by **bike**. We need more modes of transportation to be able to get around the Bay Area, limiting bridge crossings only to cars is going to guarantee more traffic.

Can't we do something even this minimal to help avert climate change? Please keep the **bike lane in** place 7 days a week, and please consider alternatives such as congestion pricing and/or a ferry service between Richmond and San Rafael to deter more cars from taking the bridge during peak commute hours instead.

Thank you,
-Michael Balmaceda

From: brianort@mac.com
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment - agenda item 9 - Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 9:58:46 PM

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Dear BCDC Commissioners,

I am writing in support of maintaining 24/7 bicycle and pedestrian access to the Richmond-San Rafael Bridge multi-use trail. I am both a motorist who commutes across the bridge from Oakland to San Rafael and beyond, and a bicyclist who uses the bridge trail for weekday and weekend recreation and for commuting whenever possible.

To put it bluntly, it's better to provide that lane for living humans than to reserve it for dead cars.

As a motorist, I can tell you first-hand that the bridge path is not the cause of traffic congestion. In fact, the traffic backs up badly from the toll plaza into Richmond, but things improves greatly on the bridge itself. True, a disabled vehicle on the bridge can make traffic worse, but that does not happen often enough warrant denying feasible public access to the Bay shoreline.

In addition:

- The MTC's proposed shuttle service does not equivalent access to the bridge crossing.
- The proposed trail closure contradicts the CalTrans recommendation to provide 24/7 access across the bridge for bicyclists and pedestrians.
- Funding for other bike/ped infrastructure projects does not rely on the closure of the bridge trail.
- "Testing the Zipper" is a red herring; it does not require closing a Monday through Thursday closure.

There are no winners if the trail is closed. Traffic will still be bad between Richmond and the toll plaza, and indeed, it won't be improved on the bridge itself, either. The public will lose vital access to the beautiful Bay shoreline and views from the bridge. The entire Bay Area will take a large step backward into the obsolete, car-centric model of inefficient transportation.

The MTC's ultimate goal is to permanently remove all bike/ped access, including on weekends, in favor of cars in all three lanes. Please do not allow this to happen to our community.

Yours sincerely,

Brian Ort
Oakland, CA

From: charlotte.dt
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 10:59:15 PM

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Hi Decision-makers,

In the Bay Area, the bridges are crucial connexion points.

These bridges are also terrible bottlenecks, thus it sounds ironic to prioritize the least efficient mode of transportation on it: individual cars. This is the recipe for congestion. Instead, if we want to get as many **people** through as possible, we have to allow (and even incentivize!) more efficient and sustainable modes of transportation: public transit and micromobility (such as bicycles, scooters, etc).

Aside from people flow efficiency, the San Rafael Bridge is a key connexion for people biking or scooting (using micromobility in general). Closing the bridge to these modes would forbid this key connexion and make any trip that goes through there prohibitive. This is an aberration.

The question is : what do we want this bridge for? Reserve it entirely for the only mode of transportation that creates congestion? Or give the right to people who want to move around in any other mode to cross? Deadly, Angry and Congested traffic or Healthy, Happy and Fluid traffic?

Giving one more lane to car traffic would be a short-minded "solution" and is absolutely not going to solve congestion. Does adding another lane to cars sound like a dream solution? A door that opens up the horizon of possibilities and surprises? A people empowerment? Definitely not... Does a permanent trail access sound like that? YES, absolutely!

On top of that, the San Rafael bridge is an absolute scenic area. Allowing people to take leisure rides / walks, where they can stop and take pictures and admire the view sounds really attractive. Don't we want to preserve nice places for people to go? Aren't our mental and physical health essential?

Finally, I want to mention that I support Bike East Bay's position to keep the bridge trail open. A notable argument is:

BCDC's core decision-making principle involves preserving "maximum feasible public access" to the bay shoreline. The current trail closure proposal does not meet this standard. State law requires projects in BCDC's jurisdiction to provide the "maximum feasible public access" consistent with the project.

Make no mistake on vote day, August 7th. For our community. For our future.

Charlotte Duruisseau
Resident of the Bay Area. Mother of two.

From: [Kyle Brunelle](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project."
Date: Tuesday, August 5, 2025 11:16:44 PM

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Hello,

I'm writing to oppose the proposed closure of the Richmond Bridge Bike trail. This trail provides the ONLY access between the East Bay and Marin that does not require an automobile. There is no other way to get there. I'm an east bay homeowner. I have personally cycled across the Richmond bridge approximately 450 times to access Marin since the trail was built. None of that would have been possible without the bike lane.

For most of the day, the bridge is flowing freely and cars are traveling freeway speeds. I've even taken many photographs of the bridge when there are 2 virtually empty lanes with hardly a car in sight. Yet the proposal is to shut out cyclists and pedestrians 24 hrs/day even when congestion is not a problem. The BCDC's core decision-making principle involves preserving "maximum feasible public access" to the bay shoreline. Closing this section of the Bay Trail goes squarely against that principle.

Additionally, I've developed a habit of observing cars/passengers while cycling eastbound and counting the occupants: I've witnessed that 95% of the automobiles are single-occupant vehicles. There are tens of thousands of empty seats crossing the bridge every day, and apparently the congestion is not enough to motivate most drivers to change from this wasteful practice of driving alone.

Autos/drivers already have 5 of the 6 lanes on the bridge exclusively devoted to them. It has long been shown that adding yet another lane to any roadway only (if at all) temporarily relieves congestion, as induced demand results in more automobiles added to the road along with the resultant pollution and the same drive times.

Please reject this proposal to close the bike lane and leave it accessible to users 24 hrs/ 7 days.

Thank you,
Kyle Brunelle
El Cerrito.

Sent from my iPad

From: Michael Sados
To: [BCC: Public Comment](#)
Subject: August 7, 2025, BCC meeting public comment - agenda item 9 - Richmond-Gan Rafael Bridge Pilot Project Modifications Project
Tuesday, August 5, 2025 4:46:22 PM

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Esteemed Commissioners,

I'm writing to express my support of maintaining bicycle and pedestrian access to the multi-use pathway on the westbound upper deck of the Richmond-San Rafael Bridge.

This simple and cost-effective solution provides equitable access between the City of San Rafael and Richmond. It is far simpler and less expensive than closing and opening access and maintaining a proposed shuttle. It also has broad support from the Cities of Richmond, Albany, and Berkeley.

Additionally, maintaining this access is great for our local economy! Bicycle tourism is on the rise and the Bay Area is one of the best areas in the world for cycling. A 2024 report conducted by "Grand View Research" based in the State of California found

*The U.S. cycle tourism market size was estimated at USD 28.87 billion in 2024 and is expected to reach USD 67.32 billion by 2033, growing at a CAGR of 10.2% from 2025 to 2033. The growth of cycle tourism in the U.S. is fueled by rising health and wellness awareness, improved cycling infrastructure, and the increasing popularity of e-bikes, which make longer routes more accessible to a wider range of travelers.

[illegible]

This is a win-win for equitable access and economic growth for our Bay Area communities. Keep this multi-use pathway open!

Hest,
Michael

1000

[illegible]

From: mrichman@dividedbyzero.com
To: [BCDC PublicComment](#)
Subject: Richmond /San Rafael Bridge Trail.
Date: Tuesday, August 5, 2025 4:58:58 PM

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Please keep the Bridge path open.

It is a vital irreplaceable means to reach between the Eastbay and Marin as well as San Francisco.

Without it, the closes other bike able route (without bus/boat/or train, is either around the dangerous hwy 37 to the north or San Jose to the South.

I frequently ride across. It's my vital conduit to the city and the peninsula.

Changing this won't fix congestion, just move it. Meanwhile you would deny vital access to those who use the path.

Mitch Richman

From: Nancy Hernandez
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project"
Date: Tuesday, August 5, 2025 5:20:16 PM

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Dear San Francisco Bay Conservation and Development Commission,

I'm writing as a lifelong Richmond resident to ask that you reject the MTC's request to limit access to the Richmond-San Rafael Bridge public trail.

As someone who does not own a car, I depend on the public trail for access from Richmond to San Rafael. In fact, the first time I ever made it into Marin as an adult was by bike in 2019 (when the bridge path first opened!)—and the bridge trail continues to be a vital pathway for people who depend on safe, reliable, car-free ways to get from the East Bay to North Bay.

Closing the trail Monday through Thursday would hinder access to those without a car. A shuttle has limited hours, adds stress, unpredictability, and delay to something that's simple, empowering, and accessible. We need access 24/7—not when a shuttle is scheduled to run.

The 24/7 access we have now reflects what public access should look like. Please keep the trail fully open and protect this essential public space.

Thank you,

Nancy Hernandez

Richmond, CA 94803

From: Christopher Johnson
To: [BCDC PublicComment](#)
Subject: Richmond-San Rafael Bridge Bike Path
Date: Tuesday, August 5, 2025 5:47:38 PM

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I've been living in the Bay Area for close to 20 years without a car. For most of that time, the only way to get to the North Bay without a car required, at minimum, a train ride to San Francisco. The RSR bridge path dramatically reduces the amount of time and money required.

Aside from the recreational access, it's a short-enough ride from Richmond to San Rafael that -- especially with the increasing popularity of e-bikes -- the route stands to become much more heavily used. That's not going to happen if it's closed to non-car traffic during the week, even temporarily. Sending people mixed messages about the permanency of the path is exactly how you convince them to avoid relying on it and encourage even more driving.

It's sad that the replacement option is a breakdown lane. The biggest 'improvement' this would have for commuters is removing the perception that a road surface exists that they cannot drive on. In the aggregate, it will barely move the needle on bridge throughput; rush hours will still be painfully slow, and most other times the bridge will be moving at close to full speed. If there were at least some mildly compelling reason to close the path, really, anything other than a place to occasionally store broken cars, it would be much less disappointing.

The only way to reduce traffic on the RSR is to discourage people from driving on it. Like many other Bay Area problems, poor planning going back generations is coming back to haunt us. We have been facilitating mega-mile exurb commutes for decades, and closing the path is just one more step in that direction. Refusing to make the hard decision for incremental change, and instead continuing on down that same road to nowhere, will have the expected result.

The quick sugar high of a perceived improvement will be quickly overshadowed by the reality that nothing has changed. A big loss for anyone who does not drive, in exchange for no benefit to those who do.

From: Drew Mathews
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 6:15:49 PM

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Keep the bridge trail open!

I oppose the MTC's amendment request and support keeping the bridge trail open 24/7.

- Drew Mathews

From: Dylan Drovdal
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 6:41:38 PM

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To Whom it may concern,

My name is Dylan and I am a resident of Richmond since 2014 and an avid cyclist. Please keep the bike trail on the Richmond Bridge open because having that trail has opened up so much possibility. Freedom to ride across the water, ride across two iconic bridges into San Francisco and has drawn people to Richmond because of it. I use the bridge at least twice a week if not more and the proposed bike shuttle would not be a substitute. Please keep bay trail access open for everyone.

Thank you.

Dylan

From: Tom Low
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 6:50:14 PM

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Please leave the bike lane open 24/7. We all need it for transportation, recreation and to reduce reliance on fossil fuel. Climate change is real!

Tom Low
wolmot@gmail.com
+1 510-333-7040 Mobile

From: Jonathan MacMillan
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 8:06:54 PM

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To the leaders at BCDC,

Please maintain access to the Richmond-San Rafael Bridge for all days at all hours. This is my preferred way of getting to San Rafael and Marin county. I have a cargo bike and my 10 year old and I love to take Bart to Richmond and ride across the bridge. It allows us to go to Sonoma County on SMART as well.

Both regions are helping us live a car free lifestyle and this is such a crucial link. I am trying to do my best to be kind to our environment and I hope you can help out family continue to do it and enjoy all of the Bay Area.

Thank you for your consideration.

Jonathan MacMillan
High school teacher
Alameda, Ca

From: Lynne Howe
To: [BCDC PublicComment](#)
Subject: 8/7/2025 BCDC Board Meeting - Item 9 - RSR Bridge Path
Date: Tuesday, August 5, 2025 8:08:43 PM

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I am writing in support of a 24/7 multi-use path for pedestrians and cyclists on the Richmond-San Rafael Bridge.

Despite what drivers wish to believe (because they always want to blame traffic on anything except too many drivers), studies have shown that the pathway has NOT increased the average delay experienced by drivers on the bridge. That is down to drivers, as well as Marin's exclusive housing policy, unwelcoming to all but the most affluent. That same affluent population has need of less affluent labor to support their lives, and expect that labor to drive 50+ miles each day to deliver it.

Although a shuttle is proposed, the previous shuttle was shut down due to low ridership. I get it, I want to ride across the bridge, not be driven in a shuttle. And, this solution would roll back four

miles of Bay Trail, in direct contravention of state and regional policy.

Shutting down the pedestrian/bicycle path on the Richmond-San Rafael Bridge is not the right solution for the automobile congestion problem. Don't penalize pedestrians and cyclists because for

Marin's elitist housing policy and driver's unwillingness to use transit.

Thank you for your consideration.

Lynne S. Howe

Cyclist, Walker, and Transit Rider

San Francisco, CA

From: Parker Day
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 8:10:44 PM

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Commissioners,

I'm writing to strongly oppose the proposal to close the Richmond-San Rafael Bridge multiuse path during weekdays. As someone who regularly uses this path, I know firsthand how important it is for people who bike, walk, or roll across the bridge. It's a vital part of our regional transportation network, and removing weekday access would be a serious setback.

This path supports a wide range of users: commuters, families, long-distance cyclists, people on e-bikes, cargo bikes, and adaptive bikes. I've used the path myself and seen how it brings together people from all walks of life who depend on it for daily travel. For many of us, it's not just a scenic route. It's how we get to work, run errands, or simply stay connected to our communities.

Replacing this connection with buses is not an equal alternative. Buses don't allow for the same flexibility or freedom of movement. They can't accommodate many of the bikes or devices people rely on, and they don't offer the same consistent access. A 24/7 path allows people to travel when they need to, without depending on a fixed schedule or limited capacity. That kind of access matters.

Caltrans' own Bay Area Bike Plan recommends around-the-clock walking and biking access on all Bay Area bridges. This proposal goes against that recommendation. On top of that, state law requires projects within BCDC's jurisdiction to provide the maximum feasible public access. Before the April meeting was postponed, BCDC staff had planned to recommend against this proposal for that exact reason. Since then, nothing has changed in any meaningful way. The plan still falls short.

Closing the path would do more harm than good. It would break a key connection in the bike network and push more people back into cars. That means more congestion, more air and water pollution, and slower progress toward our climate goals. Even electric vehicles aren't free from harm, with emissions from brake dust and tire particles.

Drivers already have full access to the bridge at all times. Keeping this path open every day of the week is the very least we can do for people who choose not to drive. Instead of taking options away, we should be expanding them.

Please reject this proposal and preserve weekday access to the Richmond-San Rafael Bridge path. It's a small but essential step toward building a transportation system that works for everyone.

Thank you,

Parker Day

415-488-6812

From: Eric Larsen
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 8:36:41 PM

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Please keep the bike/pedestrian path open 24/7. I used to commute across the bridge every day at 5AM and regularly saw other commuters on e-bikes. Please keep the path open.

Eric Larsen
1901 McGee Ave, Berkeley, CA 94703

From: Christy Osorio
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project”
Date: Tuesday, August 5, 2025 9:09:06 PM

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Hello, please consider keeping the bridge open to bicycles during weekdays. This is an important commuter route and it's been lovely to have this option for people biking and rolling.

Thanks,
Christy O
1.415.483.6217

From: Jessalynn Black
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 9:39:25 PM

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To whom it may concern:

I urge you to oppose the proposal to restrict access to the Richmond-San Rafael Bridge trail. Limiting bike and pedestrian access from Monday to Thursday violates BCDC's mandate to preserve maximum feasible public access and disproportionately impacts people who rely on walking, biking, and accessible mobility devices to cross the bridge—especially those without cars.

The proposed shuttle service is not an equitable substitute. It includes long service gaps, does not accommodate all bike types or assistive devices, and would leave many with no way to cross the bridge for over 30 hours each week. This level of disruption would be unacceptable for drivers, and it should be equally unacceptable for people who walk, bike, or use mobility aids.

Equity in transportation means providing reliable, all-hours access for everyone. Please uphold your mission and ensure the trail remains open 24/7.

Sincerely,
Jessalynn Black
Berkeley, CA

From: John Neal
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Tuesday, August 5, 2025 10:49:29 PM

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Please preserve this awesome amenity that we have grown to love and use throughout the community. The proposed shuttle does not meet the needs of all/most riders/pedestrians who want to ride/commute over the bridge.

John Neal
415.559.4180

From: Scott Bartlebaugh
To: [BCDC PublicComment](#)
Subject: with the subject "August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project"
Date: Wednesday, August 6, 2025 6:39:08 AM

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BCDC Commissioners,

We ask you to approve continuation of the 24/7 bike and pedestrian access to the Richmond San Rafael Bridge. Reducing this access goes against the core BCDC decision making principle of preserving 'maximum feasible public access' to the bay shoreline. This link is a critical bike infrastructure and piece of allowing people to choose a more environmentally friendly transportation choice. This access is a key step to changing our prevalent car culture to a more sustainable culture. Loss of this impact would impact our most economically challenged members of the community. The relative slight inconvenience to people in cars is a reasonable trade off.

Additionally

- There is broad support from many East Bay Partners as you have seen in the sign on letters you've received.
- The proposed shuttle service will deter most people from linking trips by bike across the bridge and drive more care traffic. It will retard progress toward more sustainable transportation.
- The Caltrans Bay Area Bike Plan recommends 24/7 biking and walking access on the bridge.

Please reject changes to remove the 24/7 Richmond San Rafael Bridge bike and pedestrian access.

Scott Bartlebaugh

Advocacy Director, Bicycle Trails Council of the East Bay
925-813-0472

<<https://ci3.googleusercontent.com/mail-sig/AlorK4x7O6TbWlsHeKxrdawoNKBVNeedkyhWUQ43cVpk89hwTp02gkd6ZmXixhbaUjAmI0XHiKO-Npqlh0hl>>

From: Andrew Tritt
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 7:15:34 AM

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Hi,

I would like to push back on any effort to close the bike lane on the Richmond San Rafael bridge. The Caltrans and MTC plan are a big step backwards for transportation in the Bay Area. It limits access for one type of transportation while doing very little of anything to improve the conditions for others. It's unclear that the current configuration of the RSR is responsible for congestion of westbound 580 traffic. Any decision on the bike lane should wait for completion of ongoing projects to address other, definitive sources of congestion.

Thanks,
Andrew Tritt

From: Kelly Chang
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 7:28:00 AM

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Hello,

I am an Oakland resident and frequent user of the bike/pedestrian path on the Richmond San Rafael bridge. I wish to convey my support for keeping the path open Monday through Thursday. Those weekdays are actually when I use the path. Since the path opened, it has been a welcome alternative to driving across the Bay.

The bus is, and was, not a viable solution. It is not frequent enough, and there were thefts from the external bike racks. I looked into taking the bus many times and decided it just would not work.

Please keep open the only way to get directly across the northern part of the Bay on a bike or on foot.

Thank you,
Kelly Chang

From: [SoCoCAN!](#)
To: [BCDC PublicComment](#)
Subject: Re: August 7, 2025, BCDC meeting – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 3:39:37 AM

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Re: August 7, 2025, BCDC meeting – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project

Distinguished San Francisco Bay Conservation and Development Commission Members:

Sonoma County Climate Activist Network (SoCoCAN!), urges you to reject the Metropolitan Transportation Commission (MTC) and Caltrans staff's permit amendment request to close the Richmond-San Rafael Bridge Trail every Monday through Thursday over 3 years, for conversion to a car breakdown shoulder.

The opening of this multi-use trail in November 2019 was a joyous occasion, marking the culmination of decades of advocacy, and completing a critical 6-mile link in the Bay Trail between Contra Costa and Marin counties. Since then **over 480,000 biking, walking, and rolling trips have been made on the pathway for exercise, recreation, commuting, socializing, and more.**

Please join us in supporting permanent, 24/7 access for all between the East Bay and the North Bay by keeping this pathway open.

We find the MTC and Caltrans justification for their permit amendment request flawed in many respects, including the following:

- **The Bay Conservation and Development Commission's (BCDC) core decision-making principle involves preserving "maximum feasible public access" to the bay shoreline. The current trail closure proposal does not meet this standard.**

State law requires projects in BCDC's jurisdiction to provide the "maximum feasible public access" consistent with the project. Before the postponement of the previous agenda item on this topic in April, BCDC staff were planning to recommend against the MTC and Caltrans' trail closure proposal for this reason.

The new proposal now before BCDC has not changed substantively since then. The in-lieu project funding and proposed shuttle service to not provide equivalent access, as described below.

- **The \$10 Million for bike/walk infrastructure upgrades listed in MTC's project proposal will be available to the City of Richmond whether or not the trail closure is approved.**

This funding was already allocated in 2023 from Regional Measure 3 bridge toll revenue, per a negotiation for bicycle access improvements to the bridge trail in Richmond. This is not additive funding.

We appreciate that MTC is continuing to explore opportunities to further enhance bike/walk access to the bridge trail, especially since some of the connectivity investments on the Marin side weren't made until partway through or fully after the 4-year bridge trail pilot period.

However, these and all of the other investments that have been made in bridge trail connectivity will lose value if bike/walk access on the bridge is reduced.

Increased access to the bridge trail and Marin County from Richmond on Fridays through Sundays does nothing to help people who need to cross when the trail is closed Mondays through Thursdays. Such an impact would not be considered acceptable for car commuters, and it is just as unacceptable for bike/walk traffic.

- **The proposed shuttle service does not provide equivalent access to the bridge crossing for people without cars.**

The schedule as described in MTC's proposal means there will be neither bridge trail nor shuttle access for 37 hours of every week. This will also mean 31 hours every week when there is no trail, shuttle, or even bus access. During these hours the only way to cross the bridge will be by car.

The proposed shuttle does not appear to accommodate non-standard bike frames (recumbents, adult trikes, handcycles, etc), meaning further impacts leaving some people with no bridge crossing option at all.

- **Testing the zipper barrier does not require a Monday through Thursday trail**

closure.

As part of a study for an HOV lane on the bridge, MTC insists that they need to test the zipper barrier separating the trail from the roadway by moving it twice per week. This test is being performed to understand how the bridge deck holds up to more frequent movement of the heavy concrete barrier.

However, these barrier movements could be performed all at once overnight every week, instead of every Monday and Thursday with the trail fully closed in between.

The barrier is already moved back and forth overnight once per month to allow Caltrans to perform maintenance on the bridge, with a free shuttle provided throughout. This same strategy could be employed weekly with very minimal impact to trail users.

-

The Caltrans Bay Area Bike Plan recommends 24/7 biking and walking access on the bridge.

Caltrans' Bay Area Bike Plan update, finalized this past month, lists permanent, all-hours biking and walking access on the Richmond-San Rafael Bridge as one of the top ten projects for Marin County, and this is included as a Tier 1 priority project.

The permit amendment proposal Caltrans is participating in to reduce bike/walk access on the bridge is in conflict with their own, newly adopted plan.

-

Funded projects are already underway to address car congestion on the bridge.

Existing, funded projects via MTC's Richmond-San Rafael Bridge Forward initiative to address the primary westbound congestion pinch points should be completed and studied before any further changes to the bridge are considered.

These include the open road tolling project, the westbound HOV/bus lane approaching the toll plaza, and the Richmond Parkway interchange project.

We recognize the hardships imposed on individuals from bridge congestion, many of whom are forced to drive great distances to access employment in the North Bay due to a lack of workforce housing options and robust public transit.

We also recognize hardships imposed on those who rely on public transit, but are currently only provided with a single bus line across the bridge with headways between buses of up to

an hour, and no service after 10pm. And we recognize hardships on those who rely on bicycles, ebikes, and other devices who will have no equivalent crossing option if the bridge trail is closed.

Equitable and sustainable solutions to bridge congestion issues involve addressing land use and housing affordability imbalances so as to not force people into arduously long commutes in the first place, and to significantly increase public transit service on the corridor to move more people without harmful increases in vehicle miles traveled. Closing the bridge trail for a breakdown shoulder as currently proposed, or for a third westbound car lane, will not contribute toward progress on these underlying causes.

Keeping the pathway open is in alignment with numerous adopted plans and policies on the regional and state level including the San Francisco Bay Trail Plan, the Plan Bay Area regional transportation plan and sustainable communities strategy, the Plan Bay Area 2050 transportation strategy, BCDC's Bay Plan Transportation Policy No. 4, the Caltrans Bay Area Bike Plan Update 2025, the Caltrans Complete Streets Directors Policy DP-37, and Executive Order N-19-19 signed by Governor Newsom.

We appreciate and share BCDC's goals of increased equity, climate resilience, and access to the Bay shoreline, and we look forward to continuing to work together on real solutions to these issues.

Sincerely,

Sonoma County Climate Activist Network (SoCoCAN!)

<https://www.SonomaCountyCAN.org>

From: [Jesse Boudart](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 7:54:23 AM

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Hello,

I'm here to ask that the Richmond Bridge remain open 24/7/365 to bicycles for the upcoming vote.

Having options to get between Marin and the East Bay including by bicycle during the week is essential. There are further connections to Larkspur via SMART train that are the fastest by using a bicycle. Removing this ability would require driving and further damaging our air.

Please keep the Richmond bridge open to cycling!

Thank you,
Jesse

From: [aitan mizrahi](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 7:56:57 AM

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Dear Bay Conservation Development Commission,

BCDC's core decision-making principle involves preserving "maximum feasible public access" to the bay shoreline. The current trail closure proposal does not meet this standard.

State law requires projects in BCDC's jurisdiction to provide the "maximum feasible public access" consistent with the project.

Before the previous meeting postponement in April, BCDC staff were planning to recommend against the MTC and Caltrans' trail closure proposal for this reason. The new proposal now before BCDC has not changed substantively since then.

Maintaining full bicycling and walking access on the Richmond-San Rafael Bridge has received broad support from many East Bay partners.

This includes unanimous votes on resolutions to keep the trail open 24/7 from City Councils in Richmond, Albany, Berkeley, as well as via the West Contra Costa Transportation Commission and Bay Trail Board.

Over 80 transportation and sustainability organizations and community groups have signed onto Bike East Bay's coalition letter in support of keeping the bridge trail open 24/7.

Represented in this coalition are national, state and regional organizations, as well as dozens of groups representing Richmond and other East Bay communities.

Another coalition partner is Save the Bay, one of the primary organizations that petitioned for the formation of BCDC in 1965 via the McAteer-Petris Act.

More than 5000 people have signed onto Bike East Bay's petition in support of maintaining 24/7 biking and walking access on the Richmond-San Rafael Bridge.

The \$10 Million for bike/walk infrastructure upgrades listed in MTC's project proposal will be available to the City of Richmond whether or not the trail closure is approved.

This funding was already allocated in 2023 from Regional Measure 3 bridge toll revenue, per a negotiation for bicycle access improvements to the bridge trail in Richmond. This is not new funding.

It's great that MTC is continuing to explore opportunities to further enhance bike/walk access to the bridge trail, especially since some of the connectivity investments on the Marin side weren't made until partway through or fully after the 3-year bridge trail pilot period.

However, these and all of the other investments that have been made in bridge trail connectivity will lose value if bike/walk access on the bridge is reduced.

Increased access to the bridge trail and Marin County from Richmond on Fridays through Sundays does nothing to help people who need to cross when the trail is closed Mondays through Thursdays.

Such an impact would not be considered acceptable for car commuters, and it is just as unacceptable for bike/walk traffic.

Testing the zipper barrier does not require a Monday through Thursday trail closure.

As part of a study for an HOV lane on the bridge, MTC insists that they need to test the zipper barrier separating the trail from the roadway by moving it twice per week.

This test is being performed to understand how the bridge deck holds up to more frequent movement of the heavy concrete barrier.

However, these barrier movements could be performed all at once overnight every week, instead of every Monday and Thursday with the trail fully closed in between.

The barrier is already moved back and forth once per month overnight to allow Caltrans to perform maintenance on the bridge, with a free shuttle provided throughout the impact period.

This same strategy could be employed weekly with very minimal impact to trail users.

The proposed shuttle service does not provide equivalent access to the bridge crossing for people without cars.

The schedule as described in MTC's proposal means there will be neither bridge trail nor shuttle access for 37 hours of every week.

This will also mean 31 hours every week when there is no trail, shuttle, or even bus access. During these hours the only way to cross the bridge will be by car.

The proposed shuttle does not appear to accommodate non-standard bike frames (recumbents, adult trikes, handcycles, etc), meaning further impacts on people with disabilities who will have no bridge crossing option.

The Caltrans Bay Area Bike Plan recommends 24/7 biking and walking access on the bridge.

Caltrans' own Bay Area Bike Plan update that was just finalized this past month lists permanent, all-hours biking and walking access on the Richmond-San Rafael Bridge as one of the top ten projects for Marin County, and this is included as a Tier 1 priority project.

The permit amendment proposal Caltrans is participating in to reduce bike/walk access on the bridge is in conflict with their own, newly adopted plan.

Funded projects are already underway to address car congestion on the bridge.

Existing, funded projects via MTC's Richmond-San Rafael Bridge Forward initiative to address the primary westbound congestion pinch points should be completed and studied before any further changes to the bridge are considered.

These include the open road tolling project, the westbound HOV/bus lane approaching the toll plaza, and the Richmond Parkway interchange project.

Additionally, funding for increases in transbay bus and other transit service need to be prioritized, not just transit lanes, enabling more crossings without adding more driving miles.

Be well,

Aitan Mizrahi

Small Business Consultant. Urban Placemaker. Ecological Designer.

M.S. in Ecological Design

[LinkedIn](#)

phone #: 510-691-0290

To laugh often and love much,

to earn the approbation of honest critics and endure the betrayal of false friends;

to appreciate beauty, to find the best in others;

to give one's self;

to leave the world a bit better, whether by a healthy child, a garden patch or a redeemed social condition;

to have played and laughed with enthusiasm and sung with exultation;

to know even one life has breathed easier because you have lived --

this is, to have succeeded.

From: [Neal A. Parish](#)
To: [BCDC PublicComment](#)
Subject: Public Comment for 8/7/25 Commission Meeting -- Item 9 – Richmond-San Rafael Bridge Pilot Project
Date: Wednesday, August 6, 2025 7:16:32 AM

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Commissioners -- I both ride my bicycle and drive my car across the RSR Bridge, and I ***strongly*** urge you to reject the portion of the staff recommendation for this item allowing Caltrans to modify the Pilot project by eliminating the bike lane during commute hours. The Pilot should be extended with no change to the current availability of the trail.

Having the trail available on a 24/7 basis is required by the Caltrans Bay Area Bike Plan, and required to meet BCDC's standard of providing **maximum feasible public access** to the Bay shoreline. The arguments provided by trail opponents in support of their desire to shut down the trail are exaggerated and easily shot through -- and we all know that many opponents will use this "short term" closure of the trail to argue that it should be completely eliminated in the future.

Please listen to the many, many supporters and users of the trail, and retain 24/7 access.

-- Neal

From: [Kevin Wang](#)
To: [BCDC PublicComment](#)
Subject: 8/7/2025 BCDC Board Meeting - Item 9 - RSR Bridge Path
Date: Wednesday, August 6, 2025 7:17:28 AM

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The bridge is a critical link across the bay. There is no practical detour to go around by bicycle. The bike lane is critical infrastructure - kjw

From: [Robert Raburn](#)
To: [BCDC PublicComment](#)
Subject: Item 9 BCDC Permit No. 1997.001 to alter the Richmond-San Rafael Bridge Pilot Project
Date: Wednesday, August 6, 2025 8:31:56 AM

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Dear Chair Wasserman and BCDC Commissioners:

In 1997 I stood before the BCBC holding a copy of the July-August 1956 issue of *California Highways and Public Works* magazine. The cover (attached) depicts the Richmond-San Rafael ferry leaving the San Quentin docks heading past the nearly completed bridge to Castro Point. Passengers were afforded the excitement of shore-to-shore access to the Bay until the bridge opened.

In 2019 the Richmond-San Rafael Bridge Pilot Path restored the "maximum feasible public access to the Bay" criteria of the McAteer-Petris Act. The Pilot Path Project represents a cost-effective success!

On a personal level, my wife and I have enjoyed near monthly bicycle rides from either Richmond BART or the Bay Trail from Oakland over the bridge path to Tiburon, Angel Island State Park, San Rafael, Nicasio, Point Reyes, Sausalito, and even Petaluma (since the advent of SMART). The populace of the Bay Area deserves to have this freedom.

Please make the path permanent!

Sincerely,

-Robert Raburn, PhD
Director – District 4
SF Bay Area Rapid Transit (BART)



CALIFORNIA

HIGHWAYS AND PUBLIC WORKS

JULY-AUGUST
1956

From: [Justin Wilcock](#)
To: [BCDC PublicComment](#)
Cc: [Pan, Katharine@BCDC](#); [Patty Garbarino](#)
Subject: Letter in Support of BCDC re: Richmond San Rafael Bridge NEW application to open the bike lane M-Th
Date: Wednesday, August 6, 2025 8:40:22 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[Marin Sanitary Service Support Letter for Opening Bike Lane M-Th.pdf](#)

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Thank You,

Justin Wilcock
Director of General Operations
Phone 415-755-9528
1050 Andersen Drive, San Rafael, CA 94901
Download our free sorting app, Where Does it Go, Joe?:
[App Store](#) | [Google Play Store](#)





July 30, 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 Sanitary Service, 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-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, 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 8 years to ensure the County's affordable housing goals are met.

1050 Andersen Drive, San Rafael, CA 94901
p: (415) 456-2601 f: (415) 456-7595
www.marinsanitaryservice.com





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,

Patty Garbarino
President and CEO



From: [Šárka Volejníková](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 5:58:37 AM
Attachments: [image001.png](#)

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Dear BCDC Commissioners,

I am a Parks Program Director for the Bay Area with Trust for Public Land, and am writing to you in strong support of 24/7 **non-interrupted bicycle and pedestrian access across the San Rafael-Richmond bridge**. Non-vehicular access around the Bay is essential for Bay Area residents, it is in keeping with commitments to equitable access to the shoreline, a crucial component of the Bay Trail, and consistent with BCDC's mandate. I strongly encourage you to recommend against the proposed plan to close the trail most of the week for the next three years. Full bicycle and pedestrian access across the bridge helps build climate resiliency in the Bay Area, and has received broad support from residents of Marin, Contra Costa and other Bay Area Counties, and from community organizations and project partners. The closure of the non-vehicular lane is not the sole solution for the upcoming bridge work, and would be a serious setback for Bay Area residents.

Sincerely,

Šárka Volejníková
Bay Area Parks for People Program Director



Trust for Public Land
23 Geary Street, Suite 1000
San Francisco, CA 94108
o 415.999.5315

From: [David Zonana](#)
To: [BCDC PublicComment](#)
Subject: agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 8:19:55 AM

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Dear Commissioners,

I write to support maintaining the bike and pedestrian lane on the westbound bridge. I am a user of both the vehicle and bike lanes, and support exploring other alternatives to ease westbound vehicle traffic at peak hours. Please don't take us backwards to the car only culture of the past.

Sincerely,
David (Albany resident)

Sent from my iPhone

From: [Bill Hofmann](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 8:34:47 AM

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To whom it may concern:

I am writing to strongly support keeping the Richmond Bay Bridge's bicycle access open 7 days a week.

State law requires projects in BCDC's jurisdiction to provide the "maximum feasible public access" consistent with the project.

Before the previous meeting postponement in April, BCDC staff were planning to recommend against the MTC and Caltrans' trail closure proposal for this reason. The new proposal now before BCDC has not changed substantively since then.

Sincerely,
Bill Hofmann
1751 San Lorenzo Ave, Berkeley, CA 94707

From: [Stevin Ratchey](#)
To: [6/04/2025 Public Comment](#)
Subject: August 7, 2025, WDC meeting public comment – agenda item 9 – Richmond San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 8:55:22 AM

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Any one contacted to hear about the vote to close the bike trail on the Richmond-San Rafael Bridge Mon-Thru to be used for cars, thus some counterintuitive the general ethos of the Bay Area which is to get outside and get healthy. There are many people all over the Bay that truly believe we have too many cars on the roads, and there are other solutions. Taking away a safe, protected bike lane for people who commute by bike is only going to increase your problem of too many cars on the roads OR making it unsafe for non-car commuters.

There are already existing, funded projects to address the primary westbound congestion pinch points via the MTC's Richmond-San Rafael Bridge Forward Initiative. Why make such a drastic decision before fully researching and allowing those other initiatives to move forward?

Please vote to keep the bike lane open!

Wen rading? Check my link here: <http://qzpfz.addictipractice.mindoc.com/>
<http://qzpfz.addictipractice.mindoc.com/>
 Winder like it? I've read? Check my link here: <http://qzpfz.addictipractice.mindoc.com/>
<http://qzpfz.addictipractice.mindoc.com/>

From: adeleho@aol.com
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 9:02:17 AM

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Hello. I would like to express my opposition to MTC's proposed permit amendment that would limit the hours of operation for the ped-bike trail on the bridge.

24/7 access is important to many users including myself. I see more people using the trail on weekdays now, some recreational and many commuters. I am only an occasional user of the trail, but when I do need to use it it's good to know that it is open at the time that I need it.

Thank you for your consideration.

Adèle Ho
Richmond, CA

From: Gray Douglas
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 9:14:00 AM

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To the BCDC,

I urge you to keep The Bay Trail/bike and pedestrian lane open ALL days of the week on the Richmond San Rafael Bridge. Multimodal public access is paramount. I am a Point Richmond resident and commuter on the RSR Bridge. Sometimes I drive and am caught in the traffic backup and sometimes I bicycle commute thereby utilizing the Bay Trail. I have over 8,000 miles on my bike from commuting from Point Richmond to Mill Valley. True, the traffic when driving is terrible. However, the ability to bike ergo save toll and gas money, save wear and tear on the bridge, cut emissions and do my body and mind a favor far outweighs any slim gains made by eliminating the bike lane 4 days/week. Caltrans and BATA need to stay aligned with their mission of maintaining a safe, sustainable, multimodal transportation system.

Closing The Bay Trail to provide an emergency lane alleviates congestion only a very small amount of time, during emergencies. Furthermore it is my understanding that the backup could shift to the Marin side, filling the expanse of the bridge with the congestion. From a public safety point of view this is a very bad idea (earthquake, fire, etc) with no route for escape. Furthermore, the 10 million in allocated monies for more Richmond walking and biking access are NOT contingent to the Bay Trail over the RSR bridge, and therefore NOT an issue in this decision.

I have seen a dramatic increase in usage of the bike/pedestrian lane, both recreational and for commuting. With the popularity and availability of ebikes, more and more people are able to commute on them and the trend will absolutely continue. Based on my observation of those using the lane, more people are using it to save on the high cost of bridge toll as well as the cost of operating a vehicle in the state of California. The previous studies that were conducted on bike lane utilization are outdated and at the very least should be redone to reflect accurate, current numbers.

Instead of the hefty price of the zipping, moveable lane dividers, resources could be well used to enhance usability for potential bicycle/pedestrian commuters. Day parking on both sides of the bridge should be created for bicycle and pedestrian commuters. Ebike and non-electric bike rental stations can be installed at each. This would help get many able commuters out of the traffic backup, leaving better traffic flow for those that cannot.

Lastly, if the Bay Trail/bike lane does get closed to commuters 4 days a week then there absolutely must be a change to the bicyclist shuttle stop on the East side. Using the proposed Tewksbury bus stop does not avoid the terrible traffic loop of getting on the Westbound direction from Point Richmond! Existing public buses get caught in this which negates any incentive to use the buses with bikes, thereby putting more cars on the road and exacerbating traffic congestion. The existing bike path that traverses under the toll booth area connecting the North and South sides of the toll area could be utilized by a van shuttle. This incentivizes bicycle commuters to continue their non-car commute. The result would be keeping more cars out of the traffic congestion. It would also drastically cut down the

shuttle's trip length westward across the bridge.

I know not everyone can bicycle or walk their commute over the RSR Bridge. I can and I do. And I am a 59 year old teacher with a mostly paralyzed leg and no flexibility in my full time work schedule. For the good of all, I urge you to keep The Bay Trail lane open. Let's not go backwards in providing public access across the bridge!

Earnestly,

Ms. Gray Douglas

Point Richmond resident

Zip code 94801

From: Justin Hu-Nguyen
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 9:28:00 AM

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Hi BCDC,

I am writing in strong opposition to the proposal that would remove 24/7 access for pedestrians and cyclists on the Richmond-San Rafael Bridge.

Our shared values for a healthy, accessible, and sustainable Bay Area must be our guide. As a parent raising two daughters in the East Bay, I want to see us invest in solutions that prioritize people and the environment.

Creating more vehicle lanes does not ease congestion; it only encourages more driving. The true challenge on this bridge is not a need for a possible HOV or third lane. The real issue is the lack of affordable housing in the North Bay and economic opportunity in the East Bay, which forces people into long, car-dependent commutes.

Access to the North Bay is already extremely limited for those who cannot afford a car. Public transit is infrequent, and the existing pedestrian and bike approaches are not built for all ages and abilities. In the face of the climate crisis, we should be investing in options that take more people out of single-occupancy cars and promote active transportation. We must build a Bay Area for future generations, not just for the temporary convenience of the automobile.

Best,

From: [Jon Parry](#)
To: [BCDC PublicComment](#)
Subject: Agenda item 9: Public Hearing and Possible Vote on an Application by the California Department of Transportation for the Richmond-San Rafael Bridge Pilot Project Modifications Project along the Richmond-San Rafael Bridge, in the City of Richmond, Contr...
Date: Wednesday, August 6, 2025 10:57:12 AM

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Dear members of the BCDC,

Please reject the proposal to remove the westbound upper deck of the Richmond-San Rafael bridge. Eliminating the pedestrian and bike path removes a crucial connection for poor and carbon-conscious travelers to cross the bay and to access jobs in Marin. Current transportation options (580/580X) busses do not come frequently enough perform a replacement service, and free shuttle will not fill the gap as it will suffer from the same lack of frequency and have fewer points of access. Caltrans wishes to bulldoze all alternatives to the car, don't let them do it. The path is also a respite providing mental health breaks in a congested environment. It also helps to stimulate the economy - riding the bridge has given me a reason to visit downtown Richmond and Point Richmond that I would probably not have done without it.

Again, please reject Item 9. Keep the current non-auto pilot path open as it is.

Thanks
Jonathan Parry

From: Casey Law
To: [BCDC PublicComment](#)
Subject: Statement Supporting 24/7 Bike Lane Access on Richmond-San Rafael Bridge
Date: Wednesday, August 6, 2025 10:36:43 AM

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Dear BCDC Commissioners,

Please maintain continuous 24-hour access to the bike lane on the Richmond-San Rafael Bridge. This position is supported by multiple compelling factors that align with legal requirements, public demand, environmental priorities, and established transportation planning.

California state law mandates that projects within the Bay Conservation and Development Commission's jurisdiction must provide "maximum feasible public access" consistent with the project's scope. Restricting bike lane hours would fail to meet this legal standard and would artificially limit public access to this vital transportation corridor.

The overwhelming public support for full-time access cannot be ignored. Thousands of community members have voiced their backing for 24/7 bike lane availability in past public meetings, demonstrating the clear demand for this essential transportation option. This level of civic engagement reflects the genuine need for reliable cycling infrastructure that serves diverse schedules and transportation patterns.

In our urgent fight against climate change, we must actively encourage alternative transportation methods, including cycling. Limiting bike lane hours sends the wrong message about our commitment to sustainable transportation and creates barriers for those seeking to reduce their carbon footprint through car-free commuting and travel.

Finally, Caltrans' own bicycle plan specifically recommends 24/7 access to the bridge, recognizing that cyclists need dependable, round-the-clock infrastructure to make cycling a viable transportation choice. Departing from this expert recommendation would contradict sound transportation planning principles.

Thank you for considering this important project.

Casey Law on behalf of South Pas Active

From: Wayne Young
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 10:42:26 AM

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Hello,

I live in San Mateo. I urge the Commission to turn the Richmond San Rafael Bridge pilot program to permanent. In other words, 24x7 bike and pedestrian access.

The public deserves the multimodal accessibility. In addition, the San Mateo Bridge needs bike and pedestrian access as well.

Thank you for your time and service.

Kind Regards,

Wayne Young

From: Fred Bamber
To: [BCDC PublicComment](#)
Subject: Support Full Bike/Pedestrian Access on Richmond–San Rafael Bridge
Date: Wednesday, August 6, 2025 11:00:56 AM

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Subject: Support Full Bike/Pedestrian Access on Richmond–San Rafael Bridge

Dear Commissioners,

I'm writing to strongly oppose the proposed weekday closure of the bike and pedestrian path on the Richmond–San Rafael Bridge. This plan falls short of the BCDC's core principle of preserving the "maximum feasible public access" to our Bay shoreline.

Key points:

- * Broad community support — Full bicycling and walking access on the bridge has been supported by many East Bay partners and residents.
- * Funding is not contingent on closure — The \$10 million for bike/walk infrastructure upgrades in MTC's project proposal will be available to the City of Richmond regardless of whether the closure is approved.
- * Zipper barrier testing doesn't require closure — This work can and should be done without eliminating weekday trail access.
- * Shuttle service is not equivalent — The proposed shuttle does not offer the same freedom or convenience for people without cars as direct trail access.
- * Regional planning supports access — The Caltrans Bay Area Bike Plan calls for 24/7 biking and walking access on the bridge.
- * Traffic congestion solutions are already underway — Funded projects are in progress to address vehicle congestion without sacrificing active transportation.

Please uphold the region's commitments to equity, environmental stewardship, and public access by maintaining full-time bike and pedestrian access on the Richmond–San Rafael Bridge.

Thank you for your consideration.

Regards,

Fred Bamber

750 Wildcat Canyon Rd, Berkeley, CA 94708

From: [Rik Belew](#)
To: [BCDC PublicComment](#)
Cc: robert@BikeEastBay.org
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 11:50:28 AM

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I primarily write to testify to the great role the bike way has had for me and my family.

We all met at the Richmond end of the bridge, some went over to San Rafael and back, some of the littler grand kids turned back part way with various adult relatives. It was another great way to enjoy living in the Bay Area. As our kids grow up and have their own families, please let this resource be there for them.

Supporting this basic gut reaction of a granddad, there are lots of solid, rational reasons to keep the bike lane, too:

- MTC insisting tests of zipper-lane movement is right up there with worrying about asteroids. This risk assessment does not add up.
- Shuttle service might be nice, but it does not speak to the primary issue: closure of the bike lane
- Current bridge traffic has calibrated itself pretty well to the bridge with the bikeway. Car congestion always occupies all lanes open to it; it's just a matter of time and how much time people are willing to be trapped in cars. More and more people are choosing to commute by bike. Allow them space to make that choice.

--

R. K. Belew | hancock
rik@electronicArtifacts.com

From: [Lauren Goode](#)
To: [BCDC PublicComment](#)
Subject: Public Comment Letters for Richmond San Rafael Bridge Pilot Project Modifications
Date: Wednesday, August 6, 2025 12:02:47 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[Bay Area Council Public Comment 8.7.25.pdf](#)

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

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Hello,

I have attached a public comment for the BCDC meeting August 7th, 2025. Thank you.

Sincerely,

Lauren Goode



HISTORIC
KLAMATH
BAY AREA COUNCIL

Lauren Goode

Policy Associate

Mobile : 510-883-4859

Email: lgoode@bayareacouncil.org

The Klamath Pier 9, The Embarcadero, San Francisco

www.bayareacouncil.org





August 7, 2025

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

Dear Chair Wasserman and Commissioners:

On behalf of residents of Richmond, and other East Bay commuters who are nurses, teachers, carpenters, housekeepers, janitors and other blue-collar workers commuting to jobs at Bay Area Council member companies, or other employers, we write to request that the Bay Area Toll Authority and MTC request that the Bay Conservation and Development Commission support the permit amendment to reopen the third lane of the westbound upper deck for an emergency shoulder lane Monday through Thursday 1:59pm and remaining open to bicycle and pedestrian use from 2:00pm on Thursdays through 11:00pm on Sundays. The amendment also includes a provision mandating a free bike shuttle on the days the lane is closed 6am to 8pm.

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. We cannot progress as a society at the expense of our most vulnerable populations, who continue to suffer from past advancements that overlooked their concerns.

Perhaps nowhere in the Bay Area is that conflict more obvious or rawer 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 to the bridge on both the Marin and Contra Costa sides, and years spent vigorously campaigning for and incentivizing biking on the bridge (including rebates and incentives for e-bikes, an e-bike share program, a Miles app with rewards for people that take "Green Trips", etc.), to most objective observers, the pilot has failed. According to daily bike counts, 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 over the whole day. (For comparison, the Golden Gate Bridge has about 6,000 bikers a day).

Biking is good, and recreation is good. But it must be balanced with the cost, and we must decide where the highest best use of resources and locations is for active transportation. Some bike trails in Marin and Contra Costa, such as the Mill Valley/Sausalito Pathway and the Iron Horse Trail, have thousands of riders a day, and are an excellent use of public funds and public right of way. The Richmond Bridge is not, especially during the morning commute.

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. (For comparison, according to the US Census Bureau, in the Bay Area, white riders represent 61% of the bike commuters, followed by Hispanics at 17%, Asians at 15% and African Americans at 2.4%. And bike riders are well off, with 1 in 4 making \$250,000 or more a year.) Virtually all 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, and tell their employers, and tell surveyors 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.

The congestion from the backup is predicted to significantly worsen in the next two years, with a peak hour 15-minute delay-per-person-per-day growing to 24 minutes, meaning that unless something is done, 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. 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.

The new permit amendment is the first step in establishing an equitable compromise and an effective solution for the turmoil the Richmond community and East Bay commuters face. This issue has been contested far too long. The permit amendment before you addresses advancing active transportation through contributing 10 million to a 4-mile Richmond Wellness Trail connecting BART and Amtrak station to the San Francisco Ferry Terminal, while also creating local connections to Unity Park, Richmond Greenway, Nystrom Village, Martin Luther King Jr. Park, and Kaiser Field Hospital. This money will also establish the Neighborhood Complete Streets (1.7 miles) which includes adding protective barriers for bike lanes, further extending bicycle lane connections into Downtown Richmond and beyond. It also includes an at least twice-yearly meeting with local jurisdictions in Richmond and Marin to further invest into projects to improve access to the Bay Trail and surrounding trail connectivity.

It is good to experiment and do pilots, but that comes with the responsibility to be clear eyed about the results. The pilot has failed with bikers and lots of real people are suffering and will continue as a result if this continues to go unaddressed. This project is important to the region. It has been supported by many editorials, columns and news stories. It is supported by



community organizations, Richmond NAACP, Richmond Chamber of Commerce, Richmond Police Officers Association, Contra Costa Transportation Authority, the Marin Board of Supervisors have all spoken out during the years of delay on addressing this issue in support of the reopening of the emergency lane. Richmond residents and bridge commuters have written 128,013 letters to you and our elected officials, which is astounding. We believe these East Bay commuters and residents matter. Please sponsor this permit change so that you can show them that you think they matter too.

Sincerely,

A handwritten signature in black ink. The signature is cursive and appears to read 'Jim Wunderman'. The first letter 'J' is large and loops around. The rest of the name is written in a fluid, connected script.

Jim Wunderman

President and CEO

From: [John K. Neuenburg](#)
To: [BCDC PublicComment](#)
Cc: [Reception@BCDC](#); [Katharine@BCDC](#); [Pan, Katharine@BCDC](#); [Amezcu, Reyna@BCDC](#); [Assemblymember.Connolly@outreach.assembly.ca.gov](#); [Mary.Sackett@MarinCounty.gov](#); [Mary.Sackett@MarinCounty.gov](#); [sustainablesanrafael@sustainablemarin.org](#); [spotswood@comcast.net](#); [arodriguez@marinij.com](#); [slopez@bayareanewsgroup.com](#); [Gervase, Rylan@BCDC](#); [Reception@BCDC](#); [info@bayareametro.gov](#)
Subject: Please Eliminate the Richmond-San Rafael Bridge Bicycle Lane
Date: Wednesday, August 6, 2025 12:19:00 PM

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Please eliminate the Richmond-San Rafael Bicycle and Pedestrian Lane. The number of lane users is so small compared to the 80,000 daily motor vehicle users it is statistically near zero. The cyclists' numbers, which increase on weekend days, suggest that most are not commuting to work. If using the path for recreation or sightseeing, there is an almost unlimited number of other places for that which do not interfere with the rights of motorists. So when looking at commuters on two wheels or on foot, their numbers are even smaller.

The bridge was designed for three traffic lanes in each direction. With it shrunk to two and with a wall close to the middle lane, the three-lane capacity is cut by over 33%. Add a breakdown and the capacity is cut over 66% in that area. The other way to look at it is if the deck is configured for two lanes of vehicle traffic, a breakdown or emergency vehicle cuts capacity in that area by over 50%. Choke points lead to gridlock, and it can happen on any day of the week.

With the moveable wall against the right wall of the deck, it will reduce the width of the three lanes by about 18 inches. Any traffic engineer will tell you that narrowing lanes, especially with a wall very close to traffic, will lower the average vehicle speeds. Eliminate the wall, and the truck used to move the wall, and traffic will flow more smoothly 24 hours per day, seven days per week.

Please ignore the bike lobby. Please stop the "make work" studies. Please duplicate the proven, successful configuration of the lower deck, with a traffic light-controlled emergency or commute lane. No study is required for that.

John Neuenburg

597 Tarragon Drive

San Rafael, CA 94903

415-847-2801

From: [Pan, Katharine@BCDC](mailto:Pan,Katharine@BCDC)
To: [BCDC PublicComment](#)
Subject: FW: Richmond bridge
Date: Wednesday, August 6, 2025 12:24:58 PM

From: Bob Leedy <rdleedy44@gmail.com>
Date: August 6, 2025 at 12:13:58 PM PDT
To: "Goldzband, Larry@BCDC" <larry.goldzband@bcdcc.ca.gov>
Subject: Richmond bridge

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August 6, 2025

Dear Sir

On Saturday, Aug 2, I had to go to Berkely on a short errand. The westbound traffic was backed up to 23rd Ave, in Richmond. Must have been hundreds of cars. Arrived and finished my errand in 27 minutes. On my return to Marin the traffic was still backed up to the Marina exit. There I sat in traffic for close to thirty minutes. Finally reaching and traveling the bridge to find exactly 12 human beings, 4 bikers, 2 pedestrians/hikers and 6 fishermen. Hour and 5 minutes. This bridge is a freeway, not a day camp for bikers, hikers, and fishermen. No other bridge has to put up with this debacle! Please get rid of this four year failure.

Bob Leedy, Terra Linda

From: [Sam Barrett](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 12:23:20 PM

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Board,
Stop Chevron and other big butthead companies from pushing back initiatives to lower greenhouse gases and basic human health. More lanes and room for cars is never the answer to anything. The data shows, if you open a lane it just fills with cars and doesn't ease congestion. Bikes ease congestion. Bikes save the environment. Bikes are for everyone. I can't believe this is even on the table. Please crush it.

Thanks,
Sam

--

www.samsonYhiss.com

From: Kyle Clark
To: [BCDC PublicComment](#)
Subject: ugust 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 12:33:16 PM

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Hello- As a cyclist who frequently commutes over the RSR bridge, I'd like to advocate for the bike lane to remain open. Access to Marin Country without a car is important to me, and the proposed shuttle solution is inadequate based on its limited schedule and inability to solve for last-mile transit needed to reach destinations that aren't along the route. Cycling and walking solves for those limitations and allows for more equitable access to the parks, communities, trails, and shoreline on either side of the bridge.

Eager to continue my no-carbon commutes across the RSR bridge,

Kyle Clark
Berkeley, CA

From: [Blake Ohlig](#)
To: [BCDC PublicComment](#)
Subject: Support the Richmond Bridge Bike Path
Date: Wednesday, August 6, 2025 1:18:07 PM

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Hello BCDC Board,

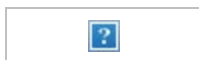
As someone who lives in Marin and works in Richmond, I use this bridge regularly for commuting. to work, and much of the time this is on my bike. Please consider keeping this vital link in non-automotive transit infrastructure. We need to fight on every front to make our community less hostile to people, pedestrians, and cyclists, and this bridge is a massive part of that system. It's the only way across!

It's hard to imagine giving all this up for something that has will not change the daily commute times of vehicular commuters.

Thank you for your time,

Blake Ohlig

--



Blake Ohlig
Program Coordinator Assistant, VistAbility



☐ 510-233-7303 ☐ bohlig@vistability.org
☐ 1420 Regatta Blvd. Richmond, CA 94804

From: sean maher
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 2:00:22 PM

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Keep the walk / bike / hike lane open. The project has been a massive success with, by all indications and studies, no negative impact on traffic or pollution.

From: [Mark Bauer](#)
To: [BCDC PublicComment](#)
Subject: Keep the RSR bike lane open 24/7
Date: Wednesday, August 6, 2025 2:46:21 PM

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Dear Commissioners,

I write in support of maintaining 24/7 access to the Richmond-San Rafael Bridge bike lane. It seemed this matter was settled last April, as it was determined that shifting to a Monday-Thursday closure of the lane would be inconsistent with the state law that requires projects in BCDC's jurisdiction to provide maximum feasible public access. As of April, BCDC staff were going to recommend against the closure for this reason. The new proposal has not offered substantive changes, so it's unclear why this closure is once again being debated.

The proposal to close the bike lane does not offer obvious financial benefits, and it may even carry some negative repercussions. 24/7 access to the lane is already funded, and other funded projects are already underway to address car congestion on the bridge. Likewise, the CalTrans Bay Area Bike Plan supports keeping the bike lane open, which implies more funding to come if needed. In fact, closing the lane is likely to necessitate further financial support to increase the currently inadequate shuttle and bus options for those who are trying to cross the bridge during its closed hours, a point that the current proposal does not address.

While it is easy to understand the desire to increase the number of traffic lanes on the bridge during commute times, that intuitive response doesn't solve the underlying issue that there are simply too many cars on the bridge and, crucially, on the connecting roads on and off it during those times. The better solution to the traffic problem is to give commuters more options that get them out of their cars and into lower-impact modes of transportation. The bike lane on the Richmond-San Rafael bridge offers one of the very few alternatives to driving that are currently available, and closing it would be a step in the wrong direction not just for non-motorized access, but for a less gridlocked Bay Area.

Sincerely,
Mark Bauer
Berkeley

From: [Rollie Katz](#)
To: [BCDC PublicComment](#)
Cc: [Peterson, Sierra@BCDC](#); [Justin Rodriguez](#); [Erica Butler](#)
Subject: Richmond Brdige
Date: Wednesday, August 6, 2025 3:22:41 PM
Attachments: [Justin Rodriguez letter to BDCD.pdf](#)

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Attached is a letter from Mr. Justin Rodriguez, a MAPE member, in support of the proposal before the Commission tomorrow.

Thank you.

Rollie Katz
Executive Director
MAPE

From: Peterson, Sierra@BCDC
To: [BCDC PublicComment](#)
Subject: Fw: Dear Commissioner: The traffic on the Richmond-San Rafael Bridge is a serious equity issue. Please act now!
Date: Wednesday, August 6, 2025 3:28:14 PM

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: Yoriko Kishimoto <ykishimoto@openspace.org>
Sent: Wednesday, August 6, 2025 8:41 AM
To: Peterson, Sierra@BCDC <sierra.peterson@bcdcc.ca.gov>
Subject: Fwd: Dear Commissioner: The traffic on the Richmond-San Rafael Bridge is a serious equity issue. Please act now!

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Here's the latest "form letter" from team@peak4.co

Sent from my iPad

Begin forwarded message:

From: Alejandro Gutierrez <team@peak4.co>
Date: August 6, 2025 at 8:36:46 AM PDT
To: Yoriko Kishimoto <ykishimoto@openspace.org>
Subject: Dear Commissioner: The traffic on the Richmond-San Rafael Bridge is a serious equity issue. Please act now!
Reply-To: Alejandro Gutierrez <alexguti209@gmail.com>

EXTERNAL

Dear Yoriko Kishimoto,
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 have the opportunity to address one of the Bay Area's worst transportation inequities.

Please vote at the August 7 BCDC meeting to approve the permit to remove the bike lane on the bridge Sunday evenings- Thursdays in favor of a breakdown lane to help alleviate bridge traffic!

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.

The median commuter has a household income of less than \$75K per year, and spends more than an hour commuting to work.

While only 21 cyclists utilize the westbound bike lane during week day morning peak hours, car trips exceed 40,000 each morning. 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 for a breakdown 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 residents who support this change. Nearly 80% of voters favor removing the bike lane during peak morning commute hours.

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

Sincerely,

Alejandro Gutierrez

5319 Ridgeview Cir

El Sobrante, CA 94803-3478

alexguti209@gmail.com

209-225-8991

From: [Amy Wireman](#)
To: [BCDC PublicComment](#); [Pan, Katharine@BCDC](#)
Cc: [Kathryn Lowell](#)
Subject: Support for proposed modifications of the San Rafael Bridge Upper Deck Pilot
Date: Wednesday, August 6, 2025 3:57:52 PM
Attachments: [SanRafael Bridge Pilot Support Letter AV.docx](#)

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Dear Chair Wasserman and Commissioners,

Thank you for your continued consideration of solutions to mitigate traffic issues on the Richmond-San Rafael bridge. I appreciate that regional agencies continue to prioritize the urgency of addressing traffic congestion on this important bridge. On behalf of BioMarin, I am writing 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 and for the implementation of an eventual HOV, transit use in the third lane.

As many of our BioMarin employees come from the East Bay to Marin County each day, making this commute more manageable is critical to our business. The traffic congestion experienced by our employees on the bridge during the westbound morning commute is negatively impacting their well-being. Furthermore, the traffic can impact the decisions our East Bay candidates make in determining whether they will work for BioMarin.

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 has provided safe transbay bicycle/pedestrian crossing between Marin and Contra Costa. However, its impact on vehicle commute traffic has been mixed. According to external studies, 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. Data shows 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.

I 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 our commuters, as well as multi-use path users, we urge your support of this new application for a modified pilot.

Thank you, again, for your consideration as you review options to mitigate commuter traffic.

Sincerely,

Amy Wireman

Chief People officer

BioMarin Pharmaceutical Inc.

San Rafael, CA 94501

awireman@bmrn.com

415-509-4568

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From: Bill Tageson
To: Reception@BCDC
Subject: BCDC Application for Region Wide Permit
Date: Wednesday, August 6, 2025 3:05:51 PM

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<<https://aka.ms/LearnAboutSenderIdentification>>

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To whom it concerns - The subject permit application is forwarded for your action. As an addendum I have created a PowerPoint document meant to add more information required by the application. The PPT is in PDF format because it contains videos within that make the size of the power point doc unwieldy. I have sent copies of the addendum materials and a link to a dozen videos and the non PDF file of the power presentation so it can be given to whomever is assigned to my permit. I don't know if your government email address will allow links to be added so I am going to provide them to the only contact I have in BCDC - Pascale Soumoy. Please acknowledge this email and provide my assigned staffer as soon as possible.

Thanks,
William Tageson

797 West 8th Street
Benicia, CA 94510
(707) 246-9933

From: [Jack Blattner](#)
To: [BCDC PublicComment](#)
Cc: [Pan, Katharine@BCDC](#); [Jason Kaune](#)
Subject: Nielsen Merksamer letter of support for the extension of the Richmond-San Rafael Bridge Upper Deck pilot
Date: Wednesday, August 6, 2025 3:33:29 PM
Attachments: [Nielsen Merksamer letter in support of CalTrans-BATA application.docx.pdf](#)

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Good afternoon,

Attached please find a letter of support for the proposed 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. Thank you for your consideration.

Best,

Jack Blattner, Associate
NIELSEN MERKSAMER
PARRINELLO GROSS & LEONI LLP

2350 Kerner Boulevard, Suite 250
San Rafael, California 94901
t: 415.389.6800 • f: 415.388.6874
jblattner@nmgovlaw.com

NIELSEN MERKSAMER

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August 6, 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,

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.

Nielsen Merksamer is a national law firm that represents hundreds of businesses, labor organizations, trade associations, nonprofits, public agencies, and individuals, including many of *Fortune's* Top 25 Largest U.S. Companies. We are often in our San Rafael office to prepare documents, but inconsistent and lengthy bridge delays make commuting across the Richmond-San Rafael Bridge a challenge for the many of us who live in the East Bay Area.

The drive over the bridge can extend commutes to well over an hour and make them longer than if our employees had been commuting into San Francisco. This creates a significant disadvantage to employers who would naturally see the interchanges in San Rafael as an opportunity to draw employees from the North Bay, the East Bay, and San Francisco. Unfortunately, the bridge in its current state seriously hinders commutes from the East Bay, reduces productivity and makes it more difficult to draw workers to the office.

But beyond the loss of time and quality of life that the congestion costs, we see the environmental harm from our office, which sits only a mile from the bridge. The idling cars stuck bumper-to-bumper during the westbound morning commute worsen environmental degradation and greenhouse gas emissions, leading to poorer air quality and contributing to climate change.

We are therefore appreciative that regional agencies continue to prioritize the urgency of addressing traffic congestion on the Richmond-San Rafael Bridge. 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. We consider this a helpful step towards alleviating the costly and polluting congestion on the bridge.

For the benefit of residents and commuters, we urge your support of this new application for a modified pilot.

We thank you for your consideration and look forward to continuing our partnership in addressing regional transportation challenges.

Sincerely,



Jason D. Kaune

Nielsen Merksamer Parrinello Gross & Leoni

From: [Triska, Mark](#)
To: [BCDC PublicComment](#)
Subject: Letter of Support: Agenda item 9 on the Richmond-San Rafael Bridge
Date: Wednesday, August 6, 2025 4:21:46 PM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)
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I support this compromise to all parties involved.

Mark Triska

Executive Vice President | West Region
CA DRE Lic. 01012779 | [View My Profile](#)
Direct: +1 925 227 6210 | Mobile: +1 925 989 5885
4301 Hacienda Drive, Suite 430 | Pleasanton, California 94588 | USA

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From: [Laura Walsh](#)
To: [BCDC PublicComment](#)
Subject: August 7, 2025, BCDC meeting public comment – agenda item 9 – Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, August 6, 2025 4:31:55 PM
Attachments: [image.png](#)

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Hi Chair Wasserman and Commissioners,

Save the Bay would like to make known our opposition to the staff recommendation related to Item 9, The Richmond San Rafael Bridge Pilot Project Modifications Project on the August 7 Agenda. We hold, as BCDC staff originally held in its staff report in April, that the proposed reduction of the bicycling/walking trail does not preserve 'maximum feasible public access' to the shoreline. We also do not recognize the applicant's added proposal of \$10 million for bike and walk infrastructure upgrades as equivalent replacement for permanent closure of the trail.

Thank you,
Laura W.

Laura Walsh
POLICY MANAGER
Lwalsh@savesfbay.org | 510-463-6869 | www.saveSFbay.org
Pronouns: she, her

SAVE THE BAY

Protect and Restore San Francisco Bay
For People and Wildlife