

**From:** B H <[cosmocleo@hotmail.com](mailto:cosmocleo@hotmail.com)>

**Sent:** Tuesday, July 15, 2025 9:06 AM

**To:** Gervase, Rylan@BCDC <[rylan.gervase@bccdc.ca.gov](mailto:rylan.gervase@bccdc.ca.gov)>

**Subject:** Richmond - San Rafael Bridge Bike Lane Meeting

[You don't often get email from [cosmocleo@hotmail.com](mailto:cosmocleo@hotmail.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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

Mr. Gervase,

Unfortunately we will not be able to attend the August 7 public hearing regarding the bridge bike lane. I hope our comments can be included in the official record. As semi-regular users of the bridge we are appalled that this bike lane was ever allowed to exist. From a pure public safety standpoint it is a clear and present danger to every west bound motorist. If having no turnout lane or even a shoulder is unnecessary why not have every roadway devoid of such features to accommodate bicyclists?

It is only a matter of time until some unfortunate motorist has a breakdown and is rear ended for lack of a third lane or pullover zone. Why accommodate a handful of recreational cyclists to endanger the thousands of motorists who use the bridge every day? An hourly shuttle bus would be infinitely cheaper than any of the proposed alternatives.

It is time to bring back the third vehicular lane.

Thank you

Brian Hatoff and Linda Reynolds

Sent from my iPad

---

**From:** RON MCROBBIE <r.mcrobbie@comcast.net>  
**Sent:** Wednesday, July 16, 2025 9:53 AM  
**To:** dallen@marinij.com <dallen@marinij.com>  
**Cc:** Reception@BCDC <reception@bcdca.ca.gov>; Pan, Katharine@BCDC <katharine.pan@bcdca.ca.gov>; Amezcua, Reyna@BCDC <reyna.amezcua@bcdca.ca.gov>; BCDC PublicComment <publiccomment@bcdca.ca.gov>; Assemblymember.Connolly@outreach.assembly.ca.gov <Assemblymember.Connolly@outreach.assembly.ca.gov>; Mary.Sackett@MarinCounty.gov <Mary.Sackett@MarinCounty.gov>; sustainablesanrafael@sustainablemarin.org <sustainablesanrafael@sustainablemarin.org>; spotswood@comcast.net <spotswood@comcast.net>; arodriguez@marinij.com <arodriguez@marinij.com>; slopez@bayareanewsgroup.com <slopez@bayareanewsgroup.com>  
**Subject:** Feedback - Marin Independent Journal 7/13/2025 article "Revised plan for bikes in pipeline",

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

Hello Marin IJ Editors,  
Submitting an opinion for your consideration, thank you in advance.  
Respectfully,  
Ron McRobbie  
\*\*\*\*\*

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

Reference your Sunday Marin IJ 7/13/2025 article "Revised plan for bikes in pipeline": Statements made by, and actions taken by, Caltrans, which owns the Richmond Bridge, and the Bay Area Toll Authority (BATA) are eyebrow raising. Their initial statement "The modified pilot is a forward-thinking approach that **will benefit all corridor travelers**" in essence is smoke & mirrors. Any East Bay commuter familiar with the daily westbound gridlock need not read any further. Extending the Richmond Bridge bike lane pilot project 3 more years to collect more data will not ease the westbound commute and related negative environmental impacts. The repeatedly proposed movable barrier approach introduces problems and expenses beyond just keeping the existing bike lane status quo. The revised proposal includes shifting the barrier twice per week, including a mid-day Thursday transition to transform two lanes of traffic and a breakdown lane into two lanes of traffic and bike lane, and then an early Monday morning shift to restore two lanes of traffic and a breakdown lane. The movable barrier plan requires vehicular equipment, labor, maintenance and sweeping costs, is time-consuming and likely reduces westbound traffic to a single lane. Given that the bridge deck normally requires maintenance and periodic repairs, it is possible that the movable barrier operation might trigger additional deck damage over time. It is noted that a 7/4/2025 multi-vehicle injury crash just west of the toll booths triggered several hours of gridlock traffic, thus impeding responders from the Richmond side, and necessitating blocking all westbound traffic lanes to accommodate responders coming from Marin. Safety issues are a 24/7 priority, and must be woven into

Caltrans and BATA decision making..

The Caltrans and BATA proposal, including 3 more years to gain more data is an insult and a waste of taxpayers monies, as common sense can predict the sustained negative impacts to westbound vehicle commuters. I also find it irresponsible that Caltrans and BATA have awarded future bike lane-related contracts in advance of the 8/07/2025 public hearing and possible vote on the updated proposal. This begs an audit of funding and process issues. Honest synthesis of the positive/negative Richmond Bridge bike lane tradeoffs lead to a clear decision: Remove the existing bike lane barrier ASAP. Any future studies should be based upon where to go from there.

Ron McRobbie  
San Rafael, CA

**From:** [Reid, John D. \(CRH Americas Materials\)](#)  
**To:** [BCDC PublicComment](#)  
**Cc:** [Pan, Katharine@BCDC](#)  
**Subject:** RSR Bridge  
**Date:** Thursday, July 17, 2025 4:19:19 PM  
**Attachments:** [SBodean Com25071715290.pdf](#)

---

Some people who received this message don't often get email from john.reid@na.crh.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.

**John Reid**  
General Manager  
California

**C** +1 (816) 564-1190  
**E** [john.reid@na.crh.com](mailto:john.reid@na.crh.com)

[www.crhamericasmaterials.com](http://www.crhamericasmaterials.com)

July XX, 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 Dutra Materials a CRH Company, 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.

However, the new CalTrans/BATA application presents an important short-term opportunity to potentially improve commute traffic for those traveling from Contra Costa County to Marin daily. The current barrier-separated multi-use path on the upper deck of

the Richmond San Rafael bridge opened in November 2019 as a multi-year pilot, and has provided important, safe transbay bicycle/pedestrian crossing between Marin and Contra Costa. However, its impact on vehicle commute traffic has been mixed. The multi-use path is used significantly more frequently on weekends than weekdays (360 cycle trips per day vs. 140 per day on weekdays, for both directions) and most bike/ped trips (85%) are for recreation or exercise. While data shows that westbound morning congestion has not increased, it does show a 33% increase in traffic incidents during AM weekday commute and thus greater variability in commute time, compared to before the multi-use path was installed.

We understand that your Commission will consider a new application by the Bay Area Toll Authority (BATA) Commissioners on August 7, 2025 to extend the upper deck pilot with modifications: to move the barrier weekly to allow for an emergency shoulder (breakdown lane) Monday to Thursday, and allow for the multi-use path Thursday to Sunday. A bike shuttle would be available for cyclists and pedestrians to cross the bridge during days when the path is not open.

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "John Reid", is positioned above the printed name.

John Reid  
Vice President / General Manager  
1000 Point San Pedro Rd.  
San Rafael, Ca.

**From:** [Reception@BCDC](mailto:Reception@BCDC)  
**To:** [BCDC PublicComment](#); [Pan, Katharine@BCDC](mailto:Pan, Katharine@BCDC)  
**Subject:** FW: Aug. 7 Commission Meeting: Richmond-San Rafael Bridge  
**Date:** Thursday, July 17, 2025 5:00:54 PM

---

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

From: Douglas E Williams <[doug@weldengineers.com](mailto:doug@weldengineers.com)>  
Sent: Thursday, July 17, 2025 4:51 PM  
To: [Reception@BCDC](mailto:Reception@BCDC) <[reception@bcdca.gov](mailto:reception@bcdca.gov)>  
Subject: Aug. 7 Commission Meeting: Richmond-San Rafael Bridge

[You don't often get email from [doug@weldengineers.com](mailto:doug@weldengineers.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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

I urge you to close the bike lane on the bridge until budgets and infrastructure can be obtained to address the gross vulnerability of this bridge with the bike lane to an attack from a terrorist or other individual.

I am an engineer who has worked on most of the bridges in the SF Bay and was on the Expert Panel for the new Eastern span of the San Francisco-Oakland bridge. The vulnerability and concerns are presented in my report previously sent to you and copied below.

If you have any questions, please do not hesitate to contact me.

Doug  
Douglas E. Williams  
721 Ocean Ave., Richmond, CA 94801  
510.235.9353  
[doug@weldengineers.com](mailto:doug@weldengineers.com)  
Business: [weldengineers.com](http://weldengineers.com)  
Personal: [DouglasEWilliams.com](http://DouglasEWilliams.com)



# Douglas E. Williams, P.E.

## Consulting Engineer

Registered Metallurgical Engineer, California Lic #MT1744  
International Welding Engineer, Dip. #IWE/GB/00082

721 Ocean Ave.  
Richmond, CA 94801  
Phone: 510-235-9353  
email: doug@weldengineers.com

January 25, 2024

Metropolitan Transportation Commission  
BATA  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

Subject: Richmond-San Rafael Bridge Access Improvements Project  
Richmond-San Rafael Bridge Updates, BATA Agenda Item 5a-23-1234, dated  
Nov. 8, 2023

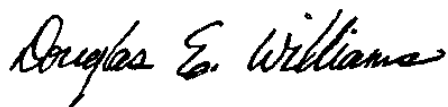
This update on the RSR Bridge Access Improvement Pilot project was presented to the BATA Oversight Committee to provide recommendations by BATA staff for the future of the Richmond-San Rafael Bridge (RSRB). The attached evaluation of the presentation and background materials shows that BATA staff did not present a clear description of the issues and results because of their bias towards installing and keeping a bike lane on the West Bound (WB) upper deck.

Although an evaluation of the effect of the project on businesses in Marin was explicitly required, the project never sought to determine its effect on residents and workers in Richmond. Traffic congestion due to the bridge will affect many more people in Richmond than in Marin in terms of air quality and the quality of life because of population density, residential proximity, prevailing wind direction and terrain.

The project completely ignored critical security aspects inherent in allowing unrestricted public access to this major infrastructure component. The 4 mile bridge has essentially no policing or monitoring and has already been closed for a 20 hour period for a single person who wanted to jump. Unlike other bridges with public access, the RSRB structure is highly vulnerable to terrorist sabotage because of the bike path and bridge structural geometry. With the access that is available today, a terrorist with a small amount of explosives and a rudimentary knowledge of bridge fracture critical members (FCMs) could completely destroy the bridge without any possibility of timely intervention. Such vulnerabilities must be included in any evaluation of the viability of a bike lane, but are completely missing from BATA's budget and staff considerations.

I urge you to do whatever it takes to relieve the traffic congestion in Richmond for the health and well-being of those who live and work there and to ensure the safety of the bridge.

Regards,



Douglas E. Williams  
Consulting Engineer

# Review of Richmond-San Rafael Bridge Access Improvements Project

Date: January 25, 2024

## References

1. Request for Project Approval [Aug. 2016; 04 – CC / Mrn - 580 – 4.98/7.79, 0.0/3.29]
2. UC PATH; After Study for the Richmond-San Rafael Bridge (Phase 1) [CA22-3141]
3. BATA, Richmond-San Rafael Bridge Updates, Nov. 8, 2023 [Agenda Item 5a - 23-1234]
4. BATA, Richmond-San Rafael Bridge Updates, Nov. 8, 2023 [Presentation Slides]
5. BATA, Richmond-San Rafael Bridge Updates, Nov. 8, 2023 [Public Comments Combined]

## 1. OVERVIEW

Modifications to the Richmond-San Rafael Bridge (RSRB) were made in response to the BATA Request (Ref. 1). A 3<sup>rd</sup> traffic lane in the East bound (EB) direction of the RSRB, a bicycle lane in the WB direction of the RSRB, and bikepath / pedestrian connection between Castro St. and Stenmark Dr. were defined in the BATA request. Reference 2 is the University of California Berkeley PATH report on the effects of the modifications, while References 3-5 are BATA staff presentation documents for the Nov. 8, 2023 MTC / BATA Oversight Committee meeting.

The project approach as defined in Ref. 1 is fundamentally flawed. There was no regard for the effects of maintaining only two WB lanes on the quality of life for local residents in Richmond, and security aspects of an unmonitored, free-access bike lane was never addressed. The effect of the modifications on some businesses in San Rafael was evaluated, but basic assumptions, such as which direction should get the added lane during commute hours, were not fairly or comprehensively addressed.

In all of the Referenced documents, the BATA staff appear fixated on having a permanent bicycle lane on the upper (WB) deck. Wording in Refs. 3-5 include a number of biases and false conclusions, while overlooking and/or minimizing a number of considerations that might result in a contradictory conclusion. Staff is expected to recommend specific alternatives, but their basis should be clear and neutral and consider all relevant issues.

No recognition was made of critically important infrastructure vulnerabilities that the bike lane introduces. On July 21, 2023, a potential jumper who accessed the bridge from the bike lane resulted in the bridge being completely closed to all traffic for nearly 20 hours. This was possible because the 4 mile long bike lane is not policed or even monitored.

Unlike pedestrian access on the Golden Gate Bridge, the RSRB bike path has no police and very few bike riders and walkers. With the access that is available today, a terrorist with a small amount of explosives and a rudimentary knowledge of bridge fracture critical members (FCMs) could completely destroy the bridge without any possibility of timely intervention.

BATA staff's presentation materials (Refs. 3 – 5) reference the PATH Report (Ref. 2). The PATH study follows the stipulations in Appendix F of Ref. 1 with regards to the scope and depth of their evaluation. While Ref. 1 requires that PATH evaluate the effect of the project on Marin businesses and on the economic, social, health and 'economy and quality of life' of

bike path users, there was no evaluation of the effect of the recommendations on Richmond residents and workers. The constraints imposed on this study render the PATH report essentially meaningless.

## 2 **DESIGN BASIS**

BATA defined the parameters for the RSRB modifications in Ref. 1. This document provided the basis for approval of all related work, defined as "...bicycle and pedestrian access on the upper bridge deck (westbound), as well as a third lane on the lower deck (eastbound)." A number of alternatives for extending the bikepath from Castro St. to Stenmark Dr. were evaluated. However, other alternatives such as a third traffic lane on the upper deck, a bike lane on the lower deck, etc., were not seriously considered. In fact, many consequences of this directive were never evaluated that include the following:

- Significantly more people live within one mile of the I-580 traffic congestion corridor on the Richmond side than on the San Rafael side. The hilly nature of the Pt. Richmond area adjacent to I-580 near the bridge means that air and noise pollution are amplified, compared to the open North side of I-580 in Marin.
- During commute and weekend hours before the modifications, traffic backed up on both sides of the bridge. Drivers attempting to circumvent the bridge onramps are guided onto surface streets by navigation apps that overload local roads. At its worst before the modifications, Francisco Blvd. E and Sir Francis Drake Blvd. in Marin were gridlocked but now flow freely. On the East side, the entire Pt. Richmond district remains gridlocked, with local residents now also severely restricted by No Left Turn signs along Tewksbury Ave. and other new traffic constraints. Considering the actual before and after traffic conditions, adding the third lane to the WB direction would have a greater impact on the much larger number of local residents and workers in Richmond.
- Direct bicycle and pedestrian access to the EB lower bridge now exists as a result of the modifications. However, no consideration was given to having the bike lane on the lower EB deck. Moreover, the views of the San Francisco Bay are spectacular on the South side of the bridge, compared to the relatively boring view facing North on the existing bike lane.
- The project including all known future work leaves the 4 mile bike path nearly completely unmonitored or policed. This led to a complete shut down of the bridge for 20 hours for the first potential jumper on July 21, 2023. For an average annual daily traffic (AADT) volume of 76,000 vehicles, this meant that 63,000 vehicles were rerouted (about 50 miles more) or simply idled for that time. The substantial effort that has been put into stopping jumpers on the Golden Gate Bridge includes policing, cameras and additional structures, but this budget item is completely ignored in all BATA staff documents and presentations.
- The RSRB is a girder bridge with load paths that can be easily visualized from very old engineering manuals (e.g., M.S. Ketchum, Structural Engineers' Handbook, McGraw-Hill Book Co., 1918). A terrorist with a small amount of explosives and a rudimentary knowledge of bridge fracture critical members (FCMs) could completely destroy the

bridge without any possibility of timely intervention. Although the 4 mile long bike path on the bridge provides ready access for anyone at any time, it is not policed or monitored. This is a gross oversight that will one day come back to haunt either (hopefully) the budgets or the users and neighbors of the bridge.

In addition to the topics above that were completely missed, the Reference documents also minimize the importance of other topics. Examples of topics that were discounted or minimized in importance include the following:

- The viability of using the WB upper deck for the third lane during commute hours was not adequately considered. Access for this exists, but staff's myopic emphasis for the third lane on the EB direction results in far greater disruption, pollution and inconvenience to far more residents in its current configuration because there are many more residents and workers in Richmond than in San Rafael that are affected.
- The References show a callous disregard for the health and well-being of Richmond residents. Although the project required an evaluation of its effect on businesses in Marin, this evaluation did not extend to residences, primarily because, outside of San Quentin, very few residences exist directly adjacent to the EB bridge approach. However, the Pt. Richmond, Atchison Village, Santa Fe and Coronado districts of Richmond are densely populated and are directly affected by air pollution, as well as inconvenienced by the daily traffic jams that back up into the residential streets.

### 3 **Specifics (Ref. 1)**

#### 3.1 **Purpose and Need**

Section 4.1 states under Purpose And Need / Problem, Deficiencies, Justification that the purpose of the modifications are:

##### **"Purpose:**

- Reduce congestion and travel time on eastbound (EB) Interstate 580 (I-580)/Richmond-San Rafael (RSR) Bridge;
- Provide pedestrian and bicycle travel along the I-580/RSR Bridge corridor."

The first Purpose is specifically to "... Reduce congestion and travel time on eastbound (EB) Interstate 580...." Apparently, reducing congestion and travel time in the westbound (WB) direction was not considered important. Pollution and congestion issues affect more residents and workers in Richmond than in San Rafael, but apparently these residents are less important.

The "Need" for the bike lane (second "Purpose") is stated as, "The current lack of bicycle and pedestrian facilities across the RSR Bridge represents a major gap in the planned 500-mile Bay Trail, with sections of the Bay Trail adjoining the bridge on both sides...." However, only the Golden Gate and new SB I-80 Carquinez bridges have complete pedestrian and bicycle access, while the bike path on the new East Span of the San Francisco-Bay Bridge does not reach San Francisco. For new bridges such as the latter two, the orthotropic deck design does not provide the same vulnerabilities to sabotage as older girder bridges such as the RSRB.

It is not correct to state that "...there is currently no access available over the RSR Bridge." Marin Transit still provides bicycle carrier racks on all of their busses that cross the RSR bridge, so full access is provided. A bicycle rider could reach the other side of the RSR bridge by existing transit when the document was written, well before the modifications were made.

### 3.2 (Ref. 1, Section 5) **Alternatives Studied**

A number of alternatives were evaluated, primarily studying how to connect the bike lane / pedestrian access from Castro St. to Stenmark Dr. The alternative that was implemented appears to be the most cost-effective solution, considering the terrain and constraints imposed by traversing the Chevron refinery and Long Wharf property.

It is important to note that the implemented bike path provides equal pedestrian and bicycle access to the EB and WB bridge lanes. In other words, in the current condition, a bike lane could be made on the lower deck as well as on the upper deck.

### 3.3 (Ref. 1, Section 6.3) **Resource Conservation**

Under Resource Conservation, the document states, "The proposed project will improve traffic operations and facilitate traffic movements through the project area." As is documented in Ref. 2 and could be easily projected at the time, this is not an accurate statement. Although EB traffic has improved dramatically, the traffic congestion in Richmond has remained untenable.

The third paragraph in 6.3 states, "In addition, the accommodation of the bike and pedestrian traffic on the RSR Bridge would provide the opportunity to shift some of the trips made by personal auto to a bicycle trip." Ref. 2 not only documents the fallacy of this statement, but highlights the fact that even if every bicycle and pedestrian that has accessed the bike path to date used it in lieu of an automobile trip, it would still have an insignificant effect on energy use, pollution, etc. This is another example of bias in the document.

### 3.4 (Ref. 1, Section 6.5.4 & 6.6) **Community Impact Assessment**

The statement that the project "...is not expected to have severe, long-term impacts to surrounding communities..." is very misleading. The project has provided significant relief for air pollution and local traffic in San Rafael, where few people live, by opening the commute lane. On the other hand, no such relief is given to the residents of Richmond, who are more numerous (30k people live in the immediately adjacent 94801 zip code). Moreover, many of these Richmond residents are minority and low-income. This is another example of bias in the document.

### 3.5 (Ref. 1, Appendix F) **Performance Measures**

This appendix provides the basis for the PATH evaluation of the before and after conditions of the project reported in Ref. 2. Under Element 1, the list of eight items seeks to quantify any benefits to adding the third lane during commute hours. Element 3 provides fourteen criteria to be evaluated on the effect of dedicating the third lane on the upper deck to bikes and pedestrians.

- Because the PATH evaluation is a before and after evaluation, the conclusions will inevitably be positive for traffic in Marin, while those for the Richmond side will be 'no change.' (E.g., the final bullet point in Ref. 2 section 8.3.7, "Available data do not indicate that the bridge modifications have had significant impacts on local arterials on the Richmond side of the bridge.") In other words, there is no change in traffic congestion in Richmond because it remains untenable. Considering that the primary impetus for the modifications was the intolerable traffic conditions, the results will inherently be misleading and biased. In fact, commute traffic in Richmond was unacceptable before the modifications, and they are worse now, so 'no change' remains unacceptable.
  - Element 1, Item 5 includes an evaluation of the effect on businesses near the bridge on the Marin side. It does not include any assessment of the effect on inhabitants in the area, presumably because there aren't many. However, neither Element 1 nor 3 includes any evaluation of the effect of the modifications on Richmond residents or workers.
  - Although no consideration at all was given to the consequences of traffic congestion on Richmond residences or businesses, Element 3 requires PATH to explicitly evaluate the economic, social, health and 'economy and quality of life' benefits for bike lane users. This is another glaring example of bias in reporting the results because PATH could not evaluate any item that was not listed in this section.
  - Without any assessment of the acceptability of the previously existing and current condition on Richmond residences and businesses, any conclusions arising from the PATH report are misleading and fallacious.
4. (Ref. 4) Richmond-San Rafael (RSR) Bridge Updates, BATA Oversight Committee Meeting, November 8, 2023

Slide 5 shows the dramatic elimination of congestion on EB travel. Slide 6 addresses the WB before- and after- conditions on traffic incidents, but not travel times. Why two metrics? Because traffic in the WB direction is as bad or worse as it was before. This is another example of bias.

Slide 9 shows that traffic congestion is similar to that before the modifications, although it is labeled as "No increase in Westbound Congestion." Although this puts a better 'spin' on it, it implies that the result is acceptable, even though the problem of traffic congestion was the reason for funding the project in the first place.

Slide 10 is labeled "3<sup>rd</sup> Lane Won't Address Air Quality Health Concerns," and states "Contributors to City of Richmond air quality concerns include traffic on I-580, I-80 and local refineries." In other words, no one should be concerned about air quality in Richmond because the air is already bad. A difficult argument for Richmond residents who have been fighting for better air quality for a very long time.

Slide 10 then states that health impacts are 'largely' affected, not by vehicle exhaust but by vehicle miles traveled. This is supported by a pie chart that shows that 17% of the PM2.5

emissions from the Richmond / San Pablo community are from running exhaust. One fallacy in this is the assumption that the PM2.5 particulates are the only vehicle emission that is unhealthy. Another fallacy is that the source of data for the pie chart covers a much larger area than areas such as Pt. Richmond where the backed up traffic sits. But apparently, this means that it's OK for Richmond residents and workers near the bridge to breathe bad air, compared to those in Marin.

Slide 11 is labeled "3<sup>rd</sup> Lane Requires \$70M to \$310M Improvements." These include \$220M for the I-580 to US-101 connector, which is not directly connected to the bridge, but will be necessary in the future along with other projects in Marin, regardless of whether or not the WB traffic lane is opened.

Slide 12, "Additional 3<sup>rd</sup> Lane Considerations" includes "Vehicle Miles Traveled (VMT) impact analysis and mitigation cost." VMT was not an identified consideration for the EB 3<sup>rd</sup> lane, but it is stated to be highly significant for the WB direction. Ref. 3 Issues / 2. Air Quality and 3. Westbound 3<sup>rd</sup> Lane on Bridge, introduce VMT, which assumes that if additional lanes are opened, they will result in more traffic. This is equally applicable to both EB and WB directions, so much of the earlier environmental clearance effort is applicable. Moreover, if the 3<sup>rd</sup> lane is opened in the WB direction, it would presumably only be opened for commute hours, like the EB direction, so the effect on VMT would be the same as the EB 3<sup>rd</sup> lane. Again, this is another example of pro- upper deck bike path bias.

Ref. 3 Westbound 3<sup>rd</sup> Lane on Bridge, second paragraph, states that a 3<sup>rd</sup> WB lane "...would not significantly improve overall travel times..." because I-580 is two lanes from the bridge to US -101. This does not address the fact that the backup East of the bridge directly affects the health and well-being of the many thousands of residents and workers directly nearby in Richmond, while the population density on the Marin side is vastly lower. Moreover, a significant portion of the WB bridge traffic splits South along Sir Francis Drake Blvd. almost immediately after the bridge touchdown, so the validity of this argument is questionable.

Ref. 2 states "Staff does not recommend BATA initiate a 3<sup>rd</sup> lane project." Although BATA staff's preference is clear, as discussed herein, it callously ignores any concern for the health and well being of the residents of Richmond.

5. **RSR Forward** (Ref. 3, Item 2)

The RSR Forward initiative includes Open Road Tolling (ORT) and High Occupancy Vehicle (HOV) additions to the bridge approach on the Richmond side. Although elimination of the toll plaza with the ORT changes will improve the aesthetics, neither the expensive ORT nor HOV changes by themselves will reduce the commute backup or eliminate congestion and are therefore of questionable value.

---

**From:** Vernon Whitmore <vern@rcoc.com>

**Sent:** Wednesday, July 23, 2025 11:22 AM

**To:** Peterson, Sierra@BCDC <sierra.peterson@bcdca.gov>

**Subject:** Letter of Support for Modification to the Richmond-San Rafael Bridge

You don't often get email from vern@rcoc.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,

Attached please find a letter of support from the Richmond Chamber of Commerce for the Modification to the Richmond-San Rafael Bridge. Please forward to members of the Board.

Thanks,

--

Vernon Whitmore  
Executive Director  
Richmond Chamber of Commerce  
510-234-3512





---

President – Vern Whitmore

Board – Y'Anad, Zee, Ryan, Kevin, Rob, Gonzalo, Daniel

Executive Board – Jill, Hakim, John, Sarah (Vice Chair), Rich (Chair)

---

**July 22, 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 to the Richmond-San Rafael Bridge Upper Deck Pilot**  
Conversion of Westbound Shoulder Lane to Emergency Use Monday–Thursday

Dear Chair Wasserman and Commissioners,

On behalf of the Richmond Chamber of Commerce, we are writing to express our strong support for the proposed modifications to the Richmond-San Rafael Bridge Upper Deck pilot, specifically to convert the westbound shoulder lane from a 24/7 multi-use path to a part-time emergency/breakdown lane Monday through Thursday, while maintaining multi-use path access from Thursday evening through Sunday. We also support the long-term vision to evaluate this corridor for High Occupancy Vehicle (HOV) and transit access.

The Richmond Chamber represents a diverse network of large to mid-size Corporations; and small minority-owned businesses, most of which are located along the I-580 corridor that leads directly to the Richmond-San Rafael Bridge. This area is home to working-class communities of color, where transportation access is not only an economic necessity, but also a matter of equity.

Every day, thousands of our residents travel westbound over the bridge to jobs in Marin County and San Francisco. These are essential workers—educators, healthcare professionals, tradespeople, public employees, and service workers—who cannot work remotely. For them, unreliable commute times due to traffic congestion or roadway incidents don't just cause delays, they threaten job security and increase financial stress.

The current configuration of the bridge, while providing a recreational path, has led to a 33% increase in traffic incidents during the weekday morning commute. These delays disproportionately affect people of color in Richmond who rely on predictable travel times to meet rigid work schedules. In addition, the absence of a breakdown lane means emergency response is slowed, further compounding delays and putting both drivers and first responders at risk.

Local businesses have also voiced concern. Employers in Richmond report increased difficulty in attracting and retaining talent due to commute uncertainty and lack of dependable transportation infrastructure. Time lost to congestion is time away from productivity, customers, and business growth. In a city where small, minority-owned enterprises form the economic backbone, every minute matters.

We support the revised pilot for the following reasons:

- 
1. **Prioritizing Safety and Reliability:** Establishing a Monday–Thursday emergency lane would reduce dangerous backups caused by incidents, improve emergency response times, and restore a sense of safety for everyday commuters.
  2. **Equitable Access for Workers:** The proposal recognizes that weekday commuters—many of whom come from underserved neighborhoods—need access to safe, efficient, and predictable transportation to support their families.
  3. **Balanced Use of Infrastructure:** Keeping the multi-use path open on weekends, when bike and pedestrian usage is highest, reflects a thoughtful compromise. The added weekday bike shuttle ensures continued transbay access without diminishing public safety or economic mobility.
  4. **Support for Local Business Resilience:** Improved commute reliability supports employee retention, reduces absenteeism, and helps stabilize the workforce that powers our local economy.
  5. **Data-Driven and Future-Focused:** This modified pilot will provide critical data on potential HOV and transit use, aligning with regional goals to reduce greenhouse gas emissions and expand transportation equity.

The Richmond-San Rafael Bridge is more than just a physical link between counties. For Richmond’s residents and business community—particularly those historically underrepresented in transportation planning—it is a vital economic lifeline. This proposed modification reflects a pragmatic and inclusive approach to meeting current needs while planning for a more connected, sustainable future.

We urge the Commission to support this modified pilot, and we thank you for your continued leadership in advancing transportation solutions that serve all Bay Area communities.

Sincerely,



Vernon Whitmore  
Executive Director  
Richmond Chamber of Commerce

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

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

**July 22, 2025**

**Mr. Zachary Wasserman, Chair, Ms. Rebecca Eisen, Vice Chair, Mr. Mark Addiego, Mr. Eddie Ahn, Dr. Tessa Beach, Mr. Stephen Benson, Ms. Ellen Blake, Mr. Matt Dorsey, Ms. Jenny Eckerle, Ms. Pat Eklund, Ms. Dina El-Tawansy, Ms. Lisa Gauthier, Mr. John Gioia, Mr. Juan Gonzalez, Dr. Andrew Gunther, Mr. Karl Hasz, Ms. Rebecca Hermosillo, Ms. Grace Kato, Mr. Otto Lee, Mr. Mitch Mashburn, Ms. Stephanie Moulton-Peters, Ms. Belia Ramos, Mr. R. Sean Randolph, Ms. Patricia Showalter, Ms. Lena Tam, Ms. Celilia Taylor**

**C/O San Francisco Bay Conservation & Development Commission  
375 Beale Street, Suite 510  
San Francisco, CA 94105**

**Dear Board Members:**

**It is critical for that the upper deck of the Richmond-San Rafael Bridge be converted back to three lanes. The traffic delays, which occur on a weekly basis, cost millions of dollars of lost production to our businesses. It also creates an unnecessary expense for employees, who waste fuel as they are stopped in traffic. Most importantly it creates the risk of delaying people with medical emergencies (i.e. delivering a baby, heart attack etc.) and our first responders. Common sense MUST prevail. Please vote yes to approve the return to normalcy on the bridge.**

**Sincerely,**

**John Orofino**

**c.c. Jesse Arreguin, Buffy Wicks, John Gioia, Candace Andersen, Diane Burgis, Ken Carson, Shanelle Scales – Preston, Mary Sackett, Eric Lucan, Brian Colbert, Dennis Rodoni, Eduardo Martinez, Cesar Zepeda, Jamelia Brown, Doria Roibinson, Sue Wilson, Claudia Jimenez,**

---

**From:** Trisha Carrasco <TCarrasco@warehamdevelopment.com>

**Sent:** Thursday, July 24, 2025 10:48 AM

**Subject:** RSR Bridge Support Letters from Local Marin Companies

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

Pease see attached letters of support for proposed modifications of the Richmond-San Rafael Bridge from three Marin County businesses that all have employees that make the daily commute and have noticed the significant increase in traffic since the bike lane has been installed.

We are confident the counties and regional agencies can work together for a solution that will be acceptable to all.

Thank you for your time.

**Trisha Carrasco on behalf of  
WAREHAM DEVELOPMENT**

1120 Nye Street, Suite 400  
San Rafael, CA 94901

(415) 457-4964 (Main Office)

(415) 459-4605 (Fax)

[TCarrasco@warehamdevelopment.com](mailto:TCarrasco@warehamdevelopment.com)

 Please consider the environment before printing this email

*Seagate Properties, Inc.*

July 22, 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 North Bay Leadership Council representing leading employers in the North Bay with over 100,000 employees, we write in support of the new application to extend the current Richmond-San Rafael Bridge Upper Deck pilot to convert the westbound shoulder lane from a 24/7 multi-use path to a part-time emergency lane Monday through Thursday and for the implementation of an eventual HOV, transit use in the third lane.

We are appreciative that regional agencies continue to prioritize the urgency of addressing traffic congestion on the Richmond-San Rafael Bridge. This bridge is a vital transportation corridor, carrying nearly 80,000 vehicles per day, and serves as a key commute corridor for thousands of workers, including teachers, healthcare professionals, government employees, and construction workers. The viability of the East Bay-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 14,000 possible residences over the next 8 years to ensure the County's affordable housing goals are met.

However, the new CalTrans/BATA application presents an important short-term opportunity to potentially improve commute traffic for those traveling from Contra Costa County to Marin

daily. The current barrier-separated multi-use path on the upper deck of the Richmond San Rafael bridge opened in November 2019 as a multi-year pilot, and has provided important, safe transbay bicycle/pedestrian crossing between Marin and Contra Costa. However, its impact on vehicle commute traffic has been mixed. The multi-use path is used significantly more frequently on weekends than weekdays (360 cycle trips per day vs. 140 per day on weekdays, for both directions) and most bike/ped trips (85%) are for recreation or exercise. While data shows that westbound morning congestion has not increased, it does show a 33% increase in traffic incidents during AM weekday commute and thus greater variability in commute time, compared to before the multi-use path was installed.

We understand that your Commission will consider a new application by the Bay Area Toll Authority (BATA) Commissioners on August 7, 2025 to extend the upper deck pilot with modifications: to move the barrier weekly to allow for an emergency shoulder (breakdown lane) Monday to Thursday and allow for the multi-use path Thursday to Sunday. A bike shuttle would be available for cyclists and pedestrians to cross the bridge during days when the path is not open.

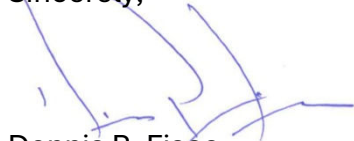
In consideration of the overall potential impacts on Contra Costa, East Bay and Marin residents and commuters, as well as multi-use path users, we urge your support of this new application for a modified pilot for the following reasons:

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

5. The modified pilot will also allow MTC staff to evaluate the feasibility and potential impacts of using the shoulder on the upper deck for an HOV/carpool lane. This is expected to provide more information for future options to make use of the limited lane resources on the bridge.

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

Sincerely,



Dennis P. Fisco

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



July 23, 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 North Bay Leadership Council representing leading employers in the North Bay with over 100,000 employees, we write in support of the new application to extend the current Richmond-San Rafael Bridge Upper Deck pilot to convert the westbound shoulder lane from a 24/7 multi-use path to a part-time emergency lane Monday through Thursday and for the implementation of an eventual HOV, transit use in the third lane.

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

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

We recognize that the long-term solution to commute traffic is 1) significant transportation infrastructure improvements on both sides of the bridge and 2) more affordable, workforce housing in Marin County. To those ends, we support MTC's Richmond-San Rafael (RSR) Forward initiative, which offers a comprehensive set of strategies to alleviate congestion on local streets on the Richmond side of the bridge. Additionally, we support Marin's state-approved Housing Element identifies sites for more than 14,000 possible residences over the next 8 years to ensure the County's affordable housing goals are met.

However, the new CalTrans/BATA application presents an important short-term opportunity to potentially improve commute traffic for those traveling from Contra Costa County to Marin daily. The current barrier-separated multi-use path on the upper deck of the Richmond San Rafael bridge opened in November 2019 as a multi-year pilot, and has provided important, safe transbay bicycle/pedestrian crossing between Marin and Contra Costa. However, its impact on vehicle commute traffic has been mixed. The multi-use path is used significantly more frequently on weekends than weekdays (360 cycle trips per day vs. 140 per day on weekdays, for both directions) and most bike/ped trips (85%) are for recreation or exercise. While data shows that westbound morning congestion has not increased, it does show a 33% increase in traffic incidents during AM weekday commute and thus greater variability in commute time, compared to before the multi-use path was installed.

**VAN ACKER**

VAN ACKER CONSTRUCTION 1060 REDWOOD HWY. FRONTAGE RD., MILL VALLEY, CA 94941 P - 415.383.5589 VANACKER.COM





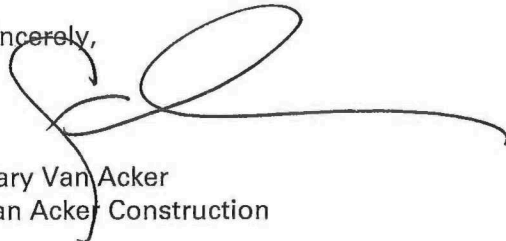
We understand that your Commission will consider a new application by the Bay Area Toll Authority (BATA) Commissioners on August 7, 2025 to extend the upper deck pilot with modifications: to move the barrier weekly to allow for an emergency shoulder (breakdown lane) Monday to Thursday, and allow for the multi-use path Thursday to Sunday. A bike shuttle would be available for cyclists and pedestrians to cross the bridge during days when the path is not open.

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

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

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

Sincerely,



Gary Van Acker  
Van Acker Construction

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

**VAN ACKER**

VAN ACKER CONSTRUCTION 1060 REDWOOD HWY. FRONTAGE RD., MILL VALLEY, CA 94941 P – 415.383.5589 VANACKER.COM

July 21, 2025

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

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

Dear Chair Wasserman and Commissioners,

On behalf of North Bay Leadership Council representing leading employers in the North Bay with over 100,000 employees, we write in support of the new application to extend the current Richmond-San Rafael Bridge Upper Deck pilot to convert the westbound shoulder lane from a 24/7 multi-use path to a part-time emergency lane Monday through Thursday and for the implementation of an eventual HOV, transit use in the third lane.

We are appreciative that regional agencies continue to prioritize the urgency of addressing traffic congestion on the Richmond-San Rafael Bridge. This bridge is a vital transportation corridor, carrying nearly 80,000 vehicles per day, and serves as a key commute corridor for thousands of workers, including teachers, healthcare professionals, government employees, and construction workers. The viability of the East Bay-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 14,000 possible residences over the next 8 years to ensure the County's affordable housing goals are met.

However, the new CalTrans/BATA application presents an important short-term opportunity to potentially improve commute traffic for those traveling from Contra Costa County to Marin daily. The current barrier-separated multi-use path on the upper deck of the Richmond San Rafael bridge opened in November 2019 as a multi-year pilot, and has provided important, safe transbay bicycle/pedestrian crossing between Marin and Contra Costa. However, its impact on vehicle commute traffic has been mixed. The multi-use path is used significantly more frequently on weekends than weekdays (360 cycle trips per day vs. 140 per day on weekdays, for both directions) and most bike/ped trips (85%) are for recreation or exercise. While data shows that westbound morning congestion has not increased, it does show a 33% increase in traffic incidents during AM weekday commute and thus greater variability in commute time, compared to before the multi-use path was installed.

We understand that your Commission will consider a new application by the Bay Area Toll Authority (BATA) Commissioners on August 7, 2025 to extend the upper deck pilot with modifications: to move the barrier weekly to allow for an emergency shoulder (breakdown lane) Monday to Thursday, and allow for the multi-use path Thursday to Sunday. A bike shuttle would be available for cyclists and pedestrians to cross the bridge during days when the path is not open.

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

1. The multi-use path is being used. However, nearly twice as many cyclists use it during weekends compared to weekdays. The proposed Monday-Thursday breakdown lane allows cyclists and pedestrians continued access to the path during the highest-use days, and a bike shuttle will ensure cyclists can continue to cross the bridge when the multi-use path is closed.
2. Leading employers have conveyed that increased delays associated with traffic incidents significantly affect recruitment and retention. While the multi-use path and barrier installation has not resulted in an increase in overall travel time during peak AM commute, it has resulted in more traffic incidents and thus greater variability in the morning commute time. Those who work in-person jobs with relatively inflexible schedules (teachers, healthcare professionals, public safety) are affected the most by long, unpredictable delays due to incidents.
3. Currently, the lack of an emergency lane means significant delays for emergency personnel to reach an incident. Moving the barrier during peak AM commute would not only reduce the resulting delay (since two lanes could remain open) – but would also allow medical or fire personnel to utilize the lane to reach an incident faster.

July 21, 2025

3

4. Data from the upper deck modified pilot will inform long-term decisions as to whether a breakdown lane has a meaningful impact on reducing the variability of travel times during the peak AM commute.
5. The modified pilot will also allow MTC staff to evaluate the feasibility and potential impacts of using the shoulder on the upper deck for an HOV/carpool lane. This is expected to provide more information for future options to make use of the limited lane resources on the bridge.

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

Sincerely,

  
Richard K. Robbins  
Wareham Development

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