

San Francisco Bay Conservation and Development Commission

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

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

July 24, 2025

Application Summary

Richmond-San Rafael Bridge Pilot Project Modifications

(For Commission consideration on August 7, 2025)

BCDC Permit Application Number: 1997.001.06 (Material Amendment No. Six)

Applicant: California Department of Transportation (Caltrans)

Project Description: Use the right-hand shoulder of the eastbound lower deck as a part-time travel lane during peak hours on a permanent basis and continue the multi-use pathway pilot project on the westbound upper deck shoulder for three years with modifications, including reducing availability of the path to the period between Thursday afternoon and Sunday evening, converting the path back to an emergency shoulder at all other times, and providing a free bicycle shuttle Mondays through Thursdays.

(Please note that this application is for a revised version of the project for which an application summary was previously distributed on March 21, 2025).

Location: In the Bay and within the 100-foot shoreline band, along the Richmond-San Rafael Bridge and approaches, in the cities of Richmond, Contra Costa County, and San Rafael, Marin County.

Application Filed Complete: June 10, 2025

Deadline for Commission Action: September 8, 2025

Staff Contact: Katharine Pan (415/352-3650; katharine.pan@bcdc.ca.gov)



Project Overview

The California Department of Transportation (Caltrans) has submitted an application to materially amend BCDC Permit No. 1997.001 to modify the Richmond-San Rafael Bridge Public Pathway Pilot Project (Pilot), which was previously authorized by Amendment No. Four of that permit. Caltrans is the permittee and is implementing the Pilot in coordination with the Bay Area Toll Authority (BATA), which is a subsidiary agency under the Metropolitan Transportation Commission (MTC) created to administer tolls on the Bay Area's state-owned bridges.

Project Background

The project is located along the Richmond-San Rafael Bridge and its approaches (Figure 1). The Richmond-San Rafael Bridge is a Caltrans facility spanning the San Francisco Bay between Point Richmond in Contra Costa County and San Quentin in Marin County, and is a segment of Interstate 580 (I-580) as well as a designated segment of the Bay Trail. It was constructed prior to the formation of the Commission, and opened to traffic in September of 1956. The bridge is approximately 4 miles long and consists of an upper deck for traffic westbound to Marin County, and a lower deck for traffic eastbound to Contra Costa County.

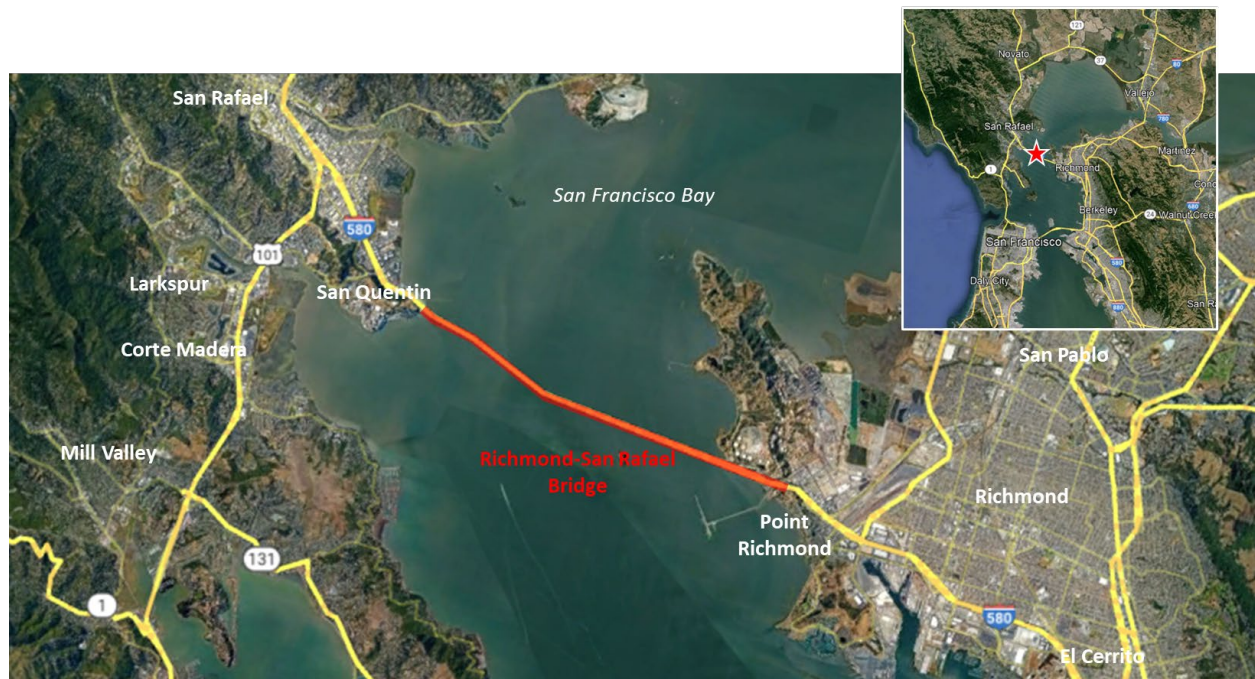


Figure 1: Project Location

Current Authorization and Pilot Project

The Commission approved Material Amendment No. Four of BCDC Permit No. 1997.001 on September 20, 2016. The amendment authorized a four-year pilot project to evaluate the use of a separated Class I public pathway on the shoulder of the westbound upper deck of the

Richmond-San Rafael Bridge and use of the shoulder of the eastbound lower deck as a part-time vehicular travel lane during PM peak hours only. The authorized Pilot includes the following components on the bridge decks and approaches, as shown in Figure 2:

1. **Westbound Upper Deck.** On the upper deck, in the Commission's Bay jurisdiction, the Pilot includes a 4-mile long, 10-foot-wide bi-directional Class I accessible public pathway on the northern shoulder, separated from vehicle traffic by a 42-inch-tall, 18-inch-wide moveable barrier. It also includes an outer safety railing on the north side of the pathway, as well as informational signage, traffic-monitoring cameras and usage instrumentation. At the westbound approach to the bridge in the 100-foot shoreline band, the Pilot includes a 0.19-mile-long segment of the same Class I pathway and moveable barrier in the shoulder of I-580.
2. **Eastbound Lower Deck.** On the lower deck, in the Commission's Bay jurisdiction, the Pilot converts a 4-mile segment of the 12-foot-wide shoulder to a vehicle travel lane during peak commute hours only (from 2:00 PM to 7:00 PM daily), and includes signage as well as traffic-monitoring cameras. At the eastbound approach to the bridge in the 100-foot shoreline band, the Pilot also converts a 0.65-mile-long segment of the I-580 shoulder for use as a vehicle travel lane.

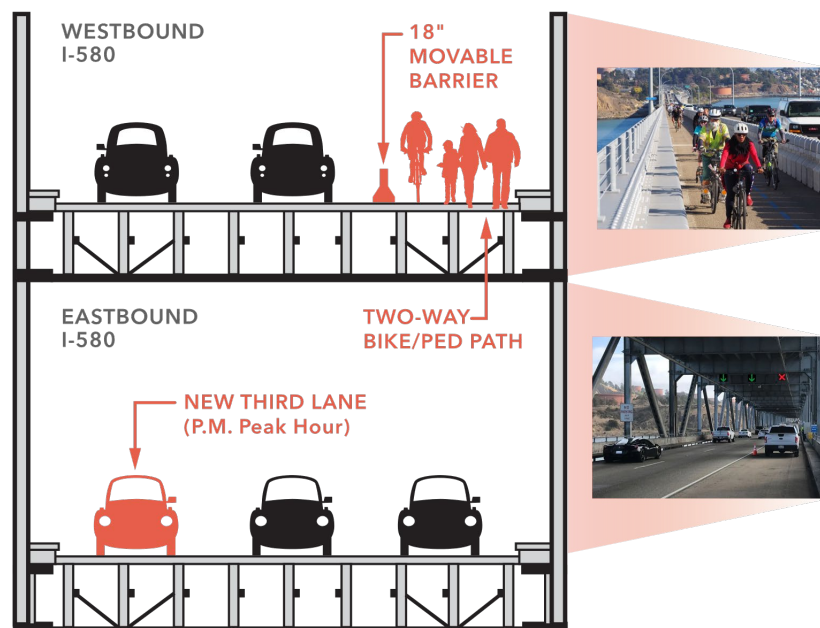


Figure 2: Current Pilot Configuration, Bridge Cross-Section (looking west)

Caltrans' objectives in piloting these uses of the bridge shoulders were to seek a means of reducing congestion and travel time in the eastbound direction and to provide pedestrian and bicycle facilities across the bridge, the latter of which is related to the provision of public access contemplated in the findings of the original permit issuance from 1997. Caltrans intended to evaluate the performance and use of these improvements to determine whether they could feasibly be made permanent.

The authorization provided in Amendment No. Four expired at the end of the four-year pilot period. As the lower deck pilot improvements opened on April 20, 2018, and the upper deck pilot improvements opened on November 18, 2019, the original authorization for the pilot project components expired on April 20, 2022, and November 18, 2023, respectively. However, a special condition of the amended permit also stated that the Pilot facilities could not be removed, substantially altered, or made permanent without authorization through a permit amendment. Thus, to allow time to conclude the Pilot evaluation, determine appropriate next steps, and complete the amendment process with BCDC, Caltrans requested and was granted Non-Material Amendment No. Five to temporarily extend the authorization of the Pilot through December 31, 2025.

Pilot Project Evaluation

To evaluate the Pilot, Caltrans contracted California PATH (Partners for Advanced Transportation Technology), a research center at the University of California, Berkeley. PATH prepared a “Before” study in 2018 that described conditions existing in 2015-2016 before the Pilot was implemented, as well as an “After” study that was documented in two phases. Phase I was published in 2022 and provided the data that was presented to the Commission at a briefing on May 2, 2024. Phase II was completed on May 8, 2024, and updated the Phase I analysis with data gathered since 2022 as well as a discussion of modifications made to an existing bike path connecting the bridge to Sir Francis Drake Boulevard in Marin County outside of the Commission’s jurisdiction. The Commission received a briefing on the Phase II findings at a Commission Workshop held on January 16, 2025. The Phase II report is currently the main source of data used by the applicants and Commission staff about the project that is the subject of the current permit amendment request and is included as Attachment A of this application summary.

Project Description

The amendment request proposes the following modifications to the Pilot:

1. **Westbound Upper Deck.** On the upper deck and westbound approach, continue to pilot the multi-use path for an additional three years with a modified schedule that would reduce the availability of the public pathway to only the period from 2:00pm on Thursdays through 11:00pm on Sundays, with some additional availability around holidays, as shown in Table 1. At all other times, the movable barrier separating the pathway would be removed and the path would revert to a 10-foot-wide emergency shoulder and breakdown lane. A shuttle would operate between 6:00am and 8:00pm on days where the path is closed to transport cyclists and pedestrians across the bridge (on Thursdays, the shuttle would run until the path reopens). The shuttle would run between the Tewksbury Avenue bus stop in Richmond and the Vista Point parking lot in San Rafael and involve the placement of informational signage. These modifications are illustrated in Figure 3.

2. **Eastbound Lower Deck.** On the lower deck and eastbound approach, conclude the pilot phase and continue, on a permanent basis, the daily use of the shoulder as a part-time vehicle travel lane during the PM peak hours.

Table 1: Proposed Holiday Schedule

Holiday	Additional Path Availability Beyond Regular Schedule
Memorial Day, Labor Day, Independence Day (if observed on a Monday)	Path to remain open until 11:00 PM that Monday
Thanksgiving	Path to open at 2:00 PM the Wednesday before Thanksgiving
Winter Holidays	Path to remain open from 11:00 PM on the Sunday before Christmas Day through 2:00 PM on the Thursday after New Year's Day

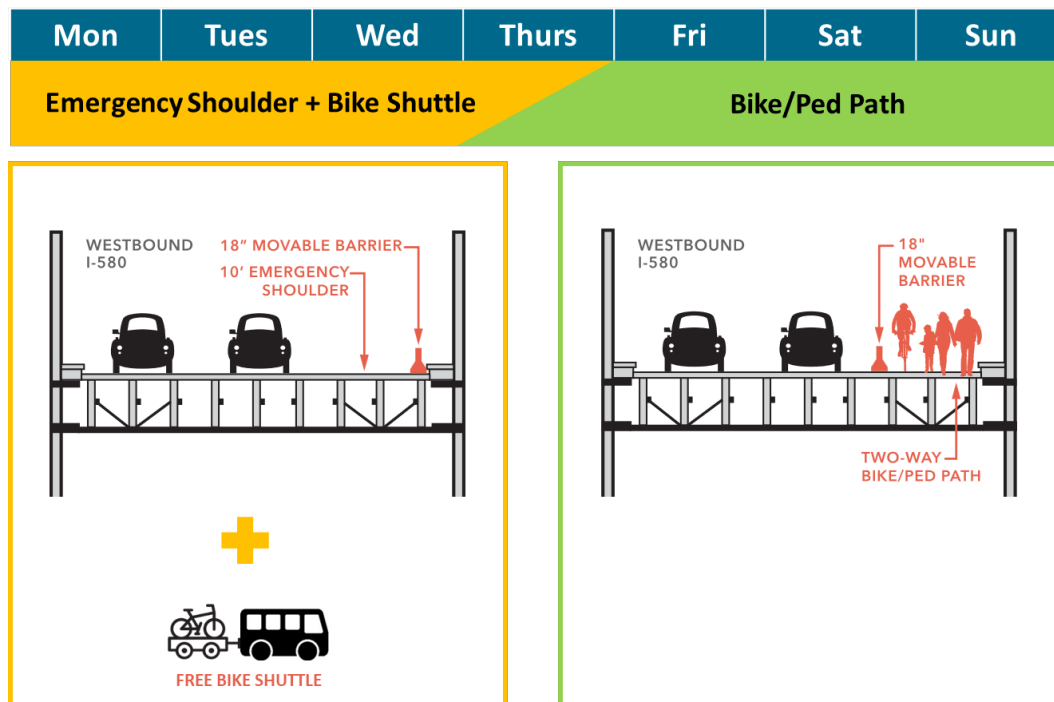


Figure 3: Proposed Westbound Upper Deck Pilot Modifications

Upper Deck Modifications

Caltrans and BATA have requested to extend the Pilot by an additional three years in order to complete studies that would be necessary to determining whether and how the public path could be operated on the bridge in the long-term. These studies include:

1. Further analysis of any potential impacts the presence of the path may or may not have on vehicle incident rates and emergency response times and bridge capacity, and consideration of performance standards to help determine whether any observed changes in bridge operations that can be attributed to the path represent public safety concerns or significant use conflicts.
2. Analysis of potential environmental justice and social equity impacts of the path.
3. Analysis and planning for bridge structural strengthening that would be required to accommodate the movable barrier.

Caltrans and BATA have further requested to modify the operations of the Pilot during this extension to support potential implementation of the Westbound Improvement Project, a proposal to use the upper deck shoulder as a part-time High Occupancy Vehicle (HOV) lane and part-time multi-use path. The proposed Pilot modifications would allow Caltrans and BATA to test moving the barrier on a weekly basis and its impacts on the bridge, and to pilot a free regular shuttle service to transport cyclists and pedestrians across the bridge on days when the path is closed. The objective of the Westbound Improvement Project is to increase carpooling and transit use by providing additional travel time advantages for carpools and buses through a continuous HOV lane from Regatta Boulevard across the bridge during peak periods, when mode shift can best be encouraged. Caltrans and BATA will assess the potential to increase transit and carpooling as well as improve bridge operations by converting the bridge shoulder to an HOV lane that could still operate part-time in conjunction with the multi-use path.

The Westbound Improvement Project is currently in the environmental phase, which will inform whether Caltrans and BATA elect to pursue that project. The extended Pilot and Westbound Improvement Project environmental phase are planned to conclude at approximately the same time. The results of the original Pilot, extended Pilot, and Westbound Improvement Project environmental study will inform the many stakeholders in determining the appropriate next steps and long-term improvements for this corridor – whether that be retaining the bridge path in its original or modified operation, or pursuing further corridor improvements, such as an HOV-lane on the bridge on weekdays and a pathway on weekends.

Additionally, Caltrans is in the process of implementing the Richmond-San Rafael Forward project, which will include replacing the existing toll booths on the bridge's westbound approach with an open road tolling (ORT) system and extend an existing HOV lane. The ORT and HOV improvements are planned to open in Summer 2026 and will alter the traffic conditions at the bridge approach. If the Pilot modifications are approved, Caltrans and BATA will implement them as soon as possible in order to collect data on the modifications under the same traffic conditions and lane configuration as the current Pilot study prior to the opening of the ORT and

HOV improvements in order to understand the significance of changes as between the original Pilot and the extended modified Pilot without influence of the ORT and HOV improvements.

The proposed days of operation were selected based on findings that bicycle usage of the pathway was higher on weekends (averaging 264 westbound bicycle trips and 219 eastbound bicycle trips on Saturdays in the summer high season) than on weekdays (averaging 75 westbound trips and 66 eastbound trips in the summer high season) during the study period (the study observed seasonal trends in bicycle usage; winter averages are typically 25 to 40 percent lower than summer averages). Pedestrian usage varied from 7 to 30 entries per day per direction in the summer and 6 to 20 in the winter season with little variation on days of the week.

The PATH Study's Time-of-Use graph indicates that approximately 15 to 20 percent (20 to 30 users on average) of the total daily users use the multi-use path on weekdays between 6 AM to 9 AM. In contrast, motorists that commute westbound during the same time period is approximately 25 percent (9,200 vehicles on average) of the total daily traffic when the bridge is at capacity. Since vehicular traffic volumes are generally lower and there is more recreational path usage on some designated State holidays, BATA and Caltrans plan to make the path available on those days as well.

Caltrans and BATA believe the proposed days of operation allow for an evenly distributed share and best use of the shoulder and will generate enough data to evaluate the role of the shoulder in relation to incidents and traffic throughput during peak commute periods. In addition, the days the shoulder would be restored correspond to the days being considered as part of the Westbound Improvement Project for a potential part-time HOV lane on the basis that they would be most effective to encourage carpooling and transit use. Alternatives explored included moving the barrier daily on weekdays, adding a barrier on the lower deck, and reducing the path width from 10 feet to 8 feet or creating vehicle pull-outs but these were deemed physically impractical.

Lower Deck Modifications

Caltrans and BATA are proposing to make the lower deck improvements from the Pilot project a permanent feature of the bridge based on the findings from the PATH study. The study data shows that since the implementation of the peak hour lane, the I-580 eastbound traffic congestion that previously existed has been eliminated and travel time during the peak hour between US-101 and I-80 has been reduced by up to 14 minutes. The study found that compliance with the part-time shoulder hours of operations is relatively high, there is no evidence of impacts on incident types and incident response, and there have been no signs of impacts to Caltrans bridge maintenance and inspections.

Public Access

The modifications to the Pilot will disrupt and alter the public's established use of the multi-use path for the duration of the three-year extension. Additionally, the permanent use of the lower deck will require the Commission to find that the permittee is providing maximum feasible public access to the bridge and shoreline consistent with the project. Caltrans and BATA



propose the following public access commitments as part of the project in addition to providing a pathway on a long-term basis in some form depending on the results of the further studies and whether Caltrans and BATA pursue the Westbound Improvement Project.

1. **Multi-Use Path (Part-Time).** Caltrans and BATA will continue to pilot the multi-use path on the westbound upper deck of the bridge according to the modified schedule described above. Caltrans will ensure that the path is maintained and available for public access purposes during the specified periods.
2. **Shuttle Service.** When the path is closed, a free shuttle will travel between designated pick-up and drop-off locations to assist cyclists and pedestrians impacted by the closure. The shuttle operator will be contracted and managed by BATA. Pick-up and drop-off locations have been identified at each end of the bridge at the Vista Point Parking Lot in the City of San Rafael and Tewksbury Bus Stop in the City of Richmond, approximately 5.6 miles apart, as shown in Figure 4. The Vista Point shuttle stop would be located within the 100-foot shoreline band, and physical improvements in this area would include a single wood post sign.

The shuttle is proposed to operate from 6 AM to 8 PM on days that the path is closed (on Thursdays, the service would end when the path reopens, around 2 PM). Signage that displays wayfinding and informational signs will be installed at the Bridge Path entrance (Vista Point and Stenmark Dr.) and near the Richmond bike shuttle stop (Marine St. and Castro St.).

The proposed shuttle service is intended to be more robust than services that have been provided in the past. It would include two transit shuttles (including one electric vehicle) during the weekday morning commute (6 AM to 9 AM) and one shuttle at all other times. Each shuttle is designed to accommodate up to 10 passengers and 10 bicycles, and would include bicycle trailers to accommodate multiple types of bicycles, including e-bikes. Estimated headway for the shuttle is 20 minutes during peak commute periods and 25 minutes during off-peak hours, and live tracking would be provided online for users to monitor real-time arrival information. Contact information would be provided for queries and user feedback. Caltrans and BATA would monitor shuttle usage and user feedback as part of the extended Pilot study and consider adjusting shuttle operations accordingly.

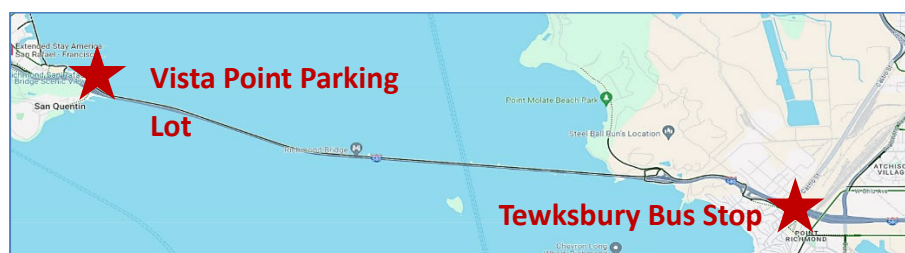


Figure 4: Proposed Shuttle Stop Locations

3. **Permanent Access Improvements on Bridge Approaches.** At the time of the original Pilot, Caltrans constructed permanent public access improvements on both bridge approaches that are outside of the Commission's jurisdiction, connecting the bridge pathway to existing local paths and trails. Caltrans proposes including the improvements that have been made in Caltrans' rights-of-way in the amended permit to ensure that they are permanently maintained in place. These improvements include the following, and are shown in Figure 5.
- a. **Eastern Approach.** The approximately 50,000-square-foot, 1-mile-long Bay Trail segment parallel to westbound I-580 to Castro Street in the City of Richmond, consisting of a 14-foot-wide segment between Stenmark Drive and Point Richmond (Site 4 on Figure 5) and a 10- to 12-foot-wide Class I barrier-separated segment between Tewksbury/Standard Avenue and Stenmark Drive near Point Molate (Site 3).
 - b. **Western Approach.** The approximately 19,000-square-foot, 0.3-mile long Bay Trail segment parallel to Sir Francis Drake Boulevard from the I-580 off-ramp to Andersen Drive in the City of San Rafael, consisting of an 8-foot-wide Class IV barrier-separated segment (Site 1).

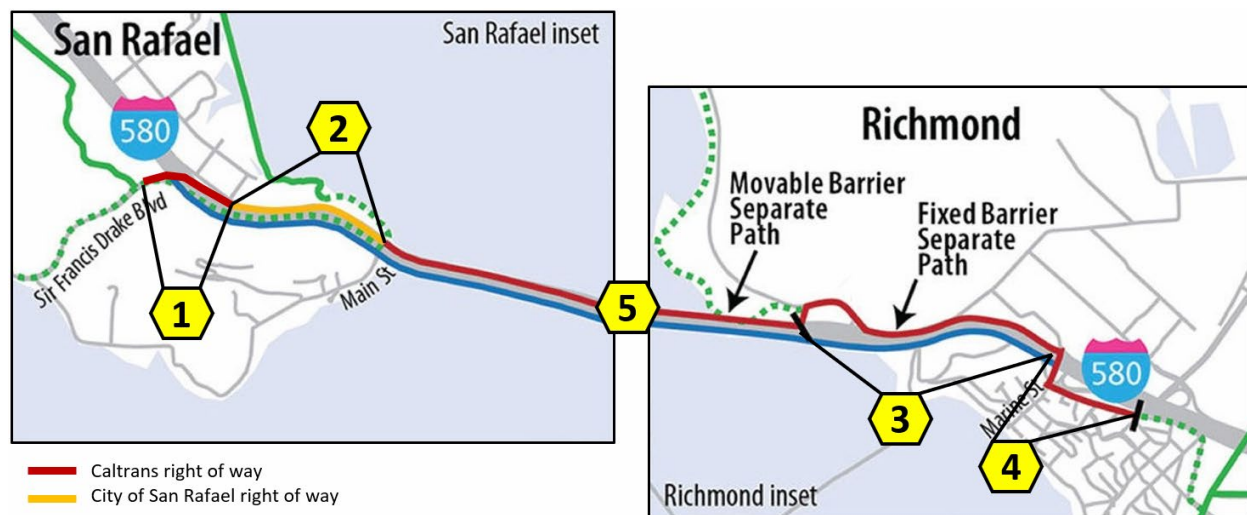


Figure 5: Public Access Improvements

4. **In Lieu Funding.** Caltrans and BATA will recommend MTC commit active transportation funds for bicycle and pedestrian infrastructure improvements that will improve public access connections between neighborhoods in the City of Richmond and the bridge and Bay shoreline. In 2023, BATA and the Contra Costa Transportation Authority agreed to recommend up to \$10M of the funding allocated to westbound improvements in the RSR Bridge corridor under Regional Measure 3 by Senate Bill 595 (2017) for use on bicycle access improvements in the City of Richmond. The City of Richmond has identified two priority projects that are eligible for the RM 3 \$10 million that they intend to use to complete their funding for construction. Caltrans and BATA are proposing to

recommend these projects for funding allocation by the MTC Board to enable both projects to be constructed during the extended Pilot period. The projects include the following:

- a. **Richmond Wellness Trail Phase II (1.1 miles).** Phase II will complete the 4-mile Richmond Wellness Trail which will connect the 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 project will support local and regional connectivity for Richmond residents via Amtrak's Capital Corridor, BART's Red and Orange Lines, and the Richmond Ferry, which has recently added additional weekend trips. Phase I of the Wellness Trail from the Richmond BART and Amtrak stations to Cutting Blvd. was completed in 2022. Phase II will complete the connection from Cutting Blvd to the San Francisco Ferry Terminal and the existing Bay Trail that leads to the RSR Bridge path. 0.3 miles of Phase II is ranked 2 out of 21 in the County per the Bay Trail Gap Closure Implementation Plan Prioritization 2024.
 - b. **Neighborhood Complete Streets (1.7 miles).** The Neighborhood Complete Streets Project will be located along Harbour Way from I-580 to Downtown Richmond and provide a connection between Downtown Richmond and the Ford Peninsula area, through the Coronado and Santa Fe neighborhoods. This corridor currently includes four lanes of fast-moving traffic that create barriers to pedestrians and bicyclists between neighborhoods on either side. This project will restripe Harbour Way from three lanes to two lanes, add bike lanes, and add pedestrian-scale lighting. This project will provide an east-west connection with the Richmond Wellness Trail on Marina Way via Wright Avenue and access to the existing Bay Trail that leads to the RSR Bridge path. It will also connect MLK Park, the proposed MLK Resilience Hub, and Nystrom Elementary School to the Richmond Greenway and Downtown Richmond.
5. **Funding Assistance.** During the Pilot extension, Caltrans and BATA propose to continue working closely with local jurisdictions and transportation authorities in Marin and Contra Costa counties to look for partnership and funding opportunities, including meeting at least twice a year. Through these discussions, BATA staff will work with local stakeholders to identify additional opportunities, including funding opportunities (e.g., sources, anticipated cycles, process and eligibility), to improve access to the RSR Bridge, Bay Trail, and surrounding local regional pathways and connector trails, and improve transbay connectivity. Caltrans and BATA staff will provide a record of meetings at the end of the 3-year modified Pilot extension. In addition, BATA and MTC staff will continue to host periodic public meetings, such as the Active Transportation Working Group that meets every 2 months.

Environmental Justice and Social Equity

The Richmond-San Rafael Bridge is a segment of I-580, which traverses the communities of Richmond and San Rafael on its approaches and connects the broader regions of the East Bay and North Bay, providing access to homes, jobs, services, and recreational opportunities.

On the eastern side, the bridge touches down at Castro Point in an area that is largely characterized by industrial and open space uses, near the neighborhood of Point Richmond. According to the Commission's Community Vulnerability Mapping Tool, this area is within a 2020 Census block group identified as having "highest contamination vulnerability" and "low social vulnerability." Contamination vulnerability in the area is indicated by the presence of nearby hazardous cleanup activities, groundwater threats, and hazardous waste facilities. Farther east, approximately 2 miles from the touchdown, I-580 cuts between a primarily residential area (containing the Santa Fe, Stege, Atchison Village, Pullman, and City Central neighborhoods, among others) to the north, and an industrial area near the Port of Richmond that also contains the Marina Bay neighborhood to the south. The residential neighborhoods to the north are identified as having "highest contamination vulnerability" and "highest social vulnerability." Social vulnerability in this area is indicated by high percentiles of single-parent households, people with disabilities, people of color, individuals without a high school degree, individuals without U.S. citizenship, and households categorized as Very Low Income.

The bridge's western touchdown is in southeast San Rafael, which includes the Canal neighborhood. The immediate area is characterized by mix of residential uses, open space, industrial development, and the San Quentin Rehabilitation Center. The Community Vulnerability Mapping Tool identifies this area as having "High Contamination Vulnerability" and "Highest Social Vulnerability." Contamination vulnerability in this area is indicated by the presence of nearby hazardous waste facilities and solid waste sites. Social vulnerability is indicated by high percentiles of renter-occupied households, single-parent households, people of color, individuals without a high school degree, individuals with limited English proficiency, individuals without U.S. citizenship, and households categorized as Very Low Income.

In preparing the proposal for the modified Pilot, Caltrans and BATA engaged with local bicycle coalitions and trail advocates, including the Marin County Bicycle Coalition, Rich City Rides, Bike East Bay, and the Trails for Richmond Action Committee at three virtual meetings to share information about the modifications and seek input for the proposed shuttle operations. Caltrans and BATA also made public presentations on the project at meetings of the BATA Oversight Committee, the BATA Commission, the Contra Costa Transportation Authority Board, the Transportation Authority of Marin Board, the Marin County Board of Supervisors, and the West Contra Costa County Transportation Commission.

To date, the applicant has not completed an analysis of equity impacts of the Pilot project or the proposed modifications, but has included an equity analysis in the scope of work for the modified Pilot. The analysis would evaluate whether the conversion of the upper deck shoulder into a multi-use path and then later reducing the path's availability would have different impacts on drivers, cyclists, pedestrians, and vulnerable populations. Planned engagement efforts would include expert interviews with local governments and transportation agencies,

local active transportation groups, and local businesses; small group discussions with cyclists and motorists; and a community survey targeting both cyclists and motorists.

Bay Fill

The proposed project would take place on existing Bay fill along the Richmond-San Rafael Bridge, but would not place new solid fill in the Bay or expand the coverage of existing fill.

Schedule and Cost

The modifications would be implemented as soon as Fall 2025 and would be in place for three years. The estimated total project cost is approximately \$200,000 for capital and support costs (this amount does not include operations and maintenance costs).

Issues Raised

The staff believes the primary issues raised by the proposed project are:

- (1) Whether the proposed project provides the maximum feasible public access consistent with the project, and is otherwise consistent with the Commission's policies related to public access, recreation, and scenic views; and
- (2) Whether the project is consistent with the Commission's policies on transportation to minimize pressure to fill the Bay for new bridge and roadway projects.

Staff Notes

The staff notes the following consideration for the Commission:

- **Prior Application.** This permit application is distinct and separate from a previous amendment request that was submitted by Caltrans, dated July 26, 2024. That request was temporarily withdrawn from Commission consideration by Caltrans on March 26, 2025, in order for Caltrans and BATA to prepare a material amendment to the application. Caltrans ultimately allowed that request to be permanently withdrawn on June 12, 2025, before submitting this current request with a revised project description on July 7, 2025.

Both applications included the permanent continuation of the lower deck peak hour lane, as well as the reduction of operating hours for an extended multi-use path pilot on the upper deck with a free bicycle and pedestrian shuttle. The current request differs from the previous request in that it proposes the Pilot modifications in relation to the Westbound Improvement Project, which had not yet advanced to the environmental planning stage at the time the prior request was filed as complete on January 13, 2025, and proposes the off-site and in lieu public access benefits to address public access impacts during the proposed modified Pilot period.

Materials relating to the prior application are available for reference on the BCDC website, under the April 3, 2025, Commission meeting. Public comments received on that application following April 3, 2025, were posted on the BCDC website after that application was deemed withdrawn, as public comments for the July 17, 2025, Commission meeting.



- **Commission Briefing.** Caltrans and BATA provided a briefing on the Pilot Project and the PATH Phase I After Study findings to the Commission on May 2, 2024. The briefing was intended to meet the existing permit requirement to provide a written and verbal report to the Commission on the status of the public pathway, including, but not limited to, an analysis of public usage and benefits, an assessment of any operational and safety issues, and the need for any future changes to the facilities, including removal or making them permanent. The presentation included a preliminary description of the proposed amendment and Pilot modifications. During the briefing, Commissioners posed a number of questions about the design of the proposed study, benchmarks and comparative data, usage data, and alternatives.
- **Commission Workshop.** At the January 16, 2025 Commission meeting, the Commission participated in a workshop to receive information related to the Pilot and proposed modifications, and to provide staff with direction on important considerations related to the Caltrans proposal. The workshop took place while the previous application was active, but was not a public hearing or vote on Caltrans' application, and Commissioners were asked not to indicate how they expected to vote on the application. The workshop provided a setting where Commissioners could engage with relevant data and policy questions, and respond to requests for guidance from staff on key concepts and considerations that will help to shape the forthcoming staff recommendation on the application. In addition, Commissioners held small-group discussions about the trade-offs associated with providing public access along the bridge corridor and what factors might be important to consider when evaluating the feasibility or suitability of the existing path and proposed path modifications. These factors included environmental impacts, equity, economic impacts, and safety. In general, potential impacts were discussed as impacts resulting from congestion and queuing, and whether that effect, if attributed to the path, was contributing to increased emissions, decreased regional economic health, and decreased quality of life. Commissioners also expressed concerns about the design and timing of the proposed Pilot modifications.

Applicable Laws and Policies

The following laws and policies are applicable in the Commission's review of the proposed project:

- McAteer-Petris Act: Sections 66602 (Water-Oriented Land Uses and Public Access), 66605 (Allowable Bay Fill), and 66632.4 (Maximum Feasible Public Access).
- San Francisco Bay Plan policies on: Public Access, Transportation, and Environmental Justice and Social Equity.