

From: Anthony Campana

To: BCDC PublicComment; zwasserman@fennemorelaw.com; Yoriko Kishimoto (2); Karl Hasz (2); Eckerle, Jenn@CNRA; Shari Posner; Pemberton, Sheri@SLC; Pan, Katharine@BCDC

Cc: Robert Prinz; info@marinbike.org

Subject: Public Comment: 5/2 BCDC Item 8 - Richmond San Rafael Bridge Public Pathway

Date: Thursday, May 2, 2024 5:30:06 PM

Dear Commissioners,

I am among the 22 speakers who were not able to provide comment on Item 8 at today's meeting. Per Chair Wasserman's instructions I am submitting my comment via email; please confirm receipt.

I would like to speak to the Commission about my experience commuting from the East Bay to Sonoma County on transit. There is indeed a bus on the Richmond-San Rafael Bridge, Golden Gate Transit's Route 580, which connects El Cerrito del Norte BART to the San Rafael Transit Center and SMART station.

It might surprise you to know that getting to SMART would be much faster on the bridge pathway than it is on the bus. If I owned an e-bike and were willing to brave highway traffic on Sir Francis Drake Blvd, where long-promised bridge-approach bike improvements have stalled at the end of the offramp, I'd use the path to commute.

There are two major reasons taking the bus is slow:

1. The earliest westbound morning run of the 580 bus misses the first northbound SMART train, and after the bus reaches San Rafael there is a 28-minute wait until the next SMART.
2. This bus is scheduled to take 48 minutes to make it from BART to SMART, an average speed of just 16.4 miles per hour - dismal for a highway route. Congestion from cars on the bridge surely impacts the speed of the bus. Caltrans and a few public commenters today spoke about how congestion also impacts emergency response and families trying to drive across the bridge. However, the pathway is not the cause of the congestion on the bridge.

The best data I can find online is that the Bay Bridge, with its ten lanes, carries 260,000 vehicles a day, while the Richmond Bridge with its five lanes carries just 70,000. If the data were available, I believe that comparing even just the westbound lanes and traffic would show that the Bay Bridge carries far more vehicles per lane each day.

What's different about the Bay Bridge? Traffic on the bridge is kept free-flowing with metering lights at the toll plaza. Traffic engineers know that congested highways have lower throughput than free-flowing ones. If Caltrans applied this strategy from the Bay Bridge to the Richmond-San Rafael Bridge, traffic would flow optimally across the two-lane section out to Hwy 101, providing much-improved emergency access. Buses and high-occupancy vehicles would be provided priority lanes north of the toll plaza just as they are at the Bay Bridge. Commuters would be incentivized to take transit or the bus, and families taking their kids to school would have predictable trips free of congestion.

It is perplexing that Caltrans says they want to add an HOV/bus lane to this bridge once environmental study can be completed. Caltrans has opposed the creation of an HOV or bus lane on the Bay Bridge, arguing that bypass lanes on the approaches to the toll plaza and metering lights are sufficient to provide priority. The same should be done at the Richmond-San Rafael Bridge, queueing single-occupant cars at the toll plaza where there is space available to wait for a free-flowing slot, instead of in two or three lanes of congestion along the bridge itself.

Finding that public access to the bridge is infeasible should be a high bar - the pathway already exists today. Before agreeing to alter this permit, please require that Caltrans and BATA:

1. Report additional data from the pilot, including congestion on highways and roads on the approaches to the bridge, and congestion and incidents charted over time rather than merely "before" and "after." Minor collisions went down once the pathway opened, and have slowly increased only after that.
2. Compare and coordinate the proposed change with state and regional land use and transportation plans and priorities.
3. Forecast changes to Vehicle Miles Traveled and emissions, including long-term induced demand, and congestion impacts on the lower eastbound deck once it no longer benefits from being wider than the westbound deck.
4. Explain why converting the pathway to a shoulder will provide data of any value, when a) this was the previous configuration of the bridge, b) this is not Caltrans's near-term vision, which is a bridge with an additional HOV lane, and c) the proposed study period is before completion of the RSR Forward project, which Caltrans believes will be a significant change to traffic.
5. Study westbound metering at the toll plaza, to keep traffic on the bridge free-flowing and provide priority to the bus and HOVs.
6. Study funding Golden Gate Transit to increase the capacity of the bridge by increasing Route 580 bus service from hourly to every ten minutes (matching BART), and by increasing its span of service.
7. Implement programs to incentivize carpooling and to move commutes out of the peak-of-the-peak, including variable tolls, bypass lanes on the toll plaza approach, and facilitated "casual carpool."
8. Fully develop the current hand-waved plans for alternative access for those walking and rolling, and model usage to demonstrate that they will not fail as historical examples have.
9. Commit to including continuous bike and pedestrian access in its longer-term HOV project, such as by using the moveable barriers to maintain a pathway in the off-peak direction (lower deck in the morning; upper deck in the afternoon). Capital requirements for this should be less than even was needed to begin this pilot in 2019, and it is therefore clearly feasible.
10. Provide an expected timeline for eventual replacement of the bridge, which could incorporate the shoulder/HOV lane Caltrans desires as well as a pathway and SMART extension to Richmond BART.

The change that Caltrans and BATA anticipate proposing would be a major step backward for the Bay Area that would help neither drivers nor transit riders. If this permit change is brought before you, please defer it until the RSR Forward project is complete and the alternatives discussed above are properly assessed.

Thank you,
Anthony Campana
Berkeley resident



January 15, 2025

Dear Commissioners,

I am writing to you on behalf of Dutra Materials. We operate the Richmond Quarry located at 961 Stenmark Drive and provide critical construction materials to projects throughout the East Bay and Marin County. In fact, one of our largest end users is Caltrans, as the Richmond Quarry produces asphalt materials for the highway projects in the area. Since the installation of the bike path on the RSR Bridge, we have noticed a significant disruption to our business during the morning commute hours. It has gotten to the point where our customers are driving longer distances to alternate sources to obtain their materials, because they cannot afford to have their trucks sitting in stopped traffic during the morning commute. The current bike path layout does not allow for optimal peak traffic times bridge capacity. Here are a few reasons why we believe the Caltrans proposal to open the third lane as an emergency lane (as a minimum change) to study its effectiveness, is a good idea.

1. Economic impacts:

- a. Business - Traffic delays related to the bridge are now priced into significant increases for all construction projects utilizing our materials including Caltrans projects. Reducing congestion by opening the third lane will reduce these delay times, resulting in more efficient use of trucking and labor on these construction projects.
- b. Commuter - According to an Oct 2023 article in the San Francisco Chronical, "MTC traffic counts show 40,000 drivers a day travel across the Richmond-San Rafael Bridge in the westbound direction, about 40% of them during the morning commute." That's 16,000 drivers during the morning commute. By opening the third lane, if travel times were reduced by a modest 5 minutes for these 16,000 commuters, in total, these commuters would save a combined 486,867 hours per year. If we also assume a modest \$30/hour for time, that's an economic impact of more than \$14 Million. The numbers are staggering and speak for themselves in support of opening the third lane. Commuting is stressful, bad for health and if you are able to help with a reduction of that magnitude, you should.

2. Health impacts:

- a. GHG and Criteria Air Pollutants: The simple fact is, vehicles idling for longer periods of time in and around high-risk neighborhoods, result in undue burden on these communities.

We are certain there are many more reasons for allowing Caltrans to move forward with this amendment, not the least of which is overall safety. We respectfully request you support the Caltrans proposal and move forward with this amendment.

We look forward to continuing our engagement with you throughout this process.

Sincerely,

Ross Campbell

From: [Casey](#)
To: [Pan, Katharine@BCDC](mailto:Pan,Katharine@BCDC)
Subject: I support the Richmond Bridge Path
Date: Thursday, May 2, 2024 12:58:03 PM

You don't often get email from caseyfrost13@gmail.com. [Learn why this is important](#)

Please keep the bridge path. Alternatives to driving are the only way we save the climate and our health.

Thank you,
Casey Frost

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: Blurton, Dominic
Cc: Pan, Katharine@BCDC
Subject: RE: Zoom Meeting 5/2 re public comments on RSR bridge (I did not get to comment but you said you would read submitted comments)
Date: Friday, May 3, 2024 12:45:19 PM

Thank you for the public comment and we very much appreciate knowing your views and your taking the time to provide comments to the Commission. We will let you know once the subject matter is back on the agenda for Commission consideration.

Again, thank you for your interest in the work of the Commission.

How to Provide Comments and Comment Time Limits

Pursuant to state law, the Commission is currently conducting its public meetings in a “hybrid” fashion. Each meeting notice will specify (1) where the meeting is being primarily held physically, (2) all teleconference locations, which will be publicly-accessible, and (3) the ZOOM virtual meeting link. If you would like to comment at the beginning of the meeting or on an item scheduled for public discussion, you may do so in one of three ways: (1) being present at the primary physical or a teleconference meeting location; (2) emailing comments in advance to publiccomment@bcdca.gov until 10 a.m. on the day of the meeting; and (3) participating via ZOOM during the meeting.

Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center
375 Beale St., Suite 510
San Francisco, CA 94105
info@bcdca.gov | www.bcdca.gov
Main Office Number: (415) 352-3600

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

From: Blurton, Dominic <DBlurton@stanfordchildrens.org>
Sent: Thursday, May 2, 2024 7:07 PM
To: BCDC PublicComment <publiccomment@bcdca.gov>
Subject: Zoom Meeting 5/2 re public comments on RSR bridge (I did not get to comment but you said you would read submitted comments)

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

I enjoyed the meeting today re plans for the RSR bridge but didn't get to comment given the overwhelming turnout that seemed majority pro- keeping the bridge unchanged and remaining open to non cars users.

Most of the cyclists commenting seemed to be coming into Marin from the east bay.

I live in Mill valley and come from Marin to east bay for work. (Stanford Pediatric Cardiology outreach in Emeryville) I also commute Marin to SF regularly for work across the GGB.

2 years ago I moved to this cyclists paradise you have helped create in the Bay Area from the cyclists nightmare that is Southern California. I feel very safe commuting here given the excellent infrastructure.

Please do not fall into the same trap that my old home of Southern California has by believing that an extra lane will actually help reduce traffic. Do you know parts of the 10 freeway in LA have 22 lanes still there's gridlock!

As you heard during the very thoughtful comments “induced demand” will lead to the same traffic within months

after opening the 3rd lane even to HOVs . This phenomenon has been proven around the world not just in car-centric Los Angeles. I understand that when you think about it a 33% increase in number of car lanes sounds like it will lessen traffic but the unfortunate truth is that it won't! Please Don't ignore history or history will repeat itself.

As you also heard in comments e-bikes are a game changer! they allow average non Lycra wearing cyclists to become avid commuters. They flatten hills but yet do give the user a workout. You choose your level of workout based on your mood/ energy by changing the assist level. They cost a small fraction of a car although I admit they are still expensive. I purchased my current e-bike two years ago as soon as I moved here and so far on Golden Gate Bridge tolls alone I have saved 2k! Thus making my initial investment in an expensive e-bike far less. As you are seeing with electric cars e-bike costs will also fall making it a practical option for many current car only owners in the near future.

E-bikes are the future of single occupancy sustainable transport for the common man. They will in the next few years become a common site on the RSR.

As a pediatric cardiologist who previously worked in southern California and has now worked in SF, Marin and Sonoma counties, in my experience there is remarkably far less childhood obesity, hypertension and hypercholesterolemia in the children of northern versus Southern California.

The abundance of children here using bicycles whether for commuting to school or just social time with friends I see as a major factor in Northern Californias favorable health status when it comes to obesity induced diseases. You do not want to change this positive factor. Multiple studies show parents who ride bikes will have children who ride bikes, so please don't discourage parents from commuting and being a role model to their children. Their Childrens future health may depend on it.

Additional points re mentioned factors during comments- 1: any bike shuttle you offer will not allow the average user to lift their 55lb e-bike easily on to a bus rack. E-bikes on a shuttle will not work.

2: the infrastructure on both sides of the bridge is adequate.

Richmond and on all the way to the bay bridge and in Marin to the larkspur Smart train, ferry or on to the existing bike path system taking you north to Novato or south into San Francisco are excellent! There is nothing left to do to improve them. All it takes is a look at google earth/ Maps and a motivated cyclist who is sick of driving his car to work to safely navigate pre and post bridge routes.

Thanks for reading.

Dominic Blurton MD
Stanford Pediatric Cardiology

CONFIDENTIALITY NOTICE: This communication and any attachments may contain confidential or privileged information for the use by the designated recipient(s) named above. If you are not the intended recipient, you are hereby notified that you have received this communication in error and that any review, disclosure, dissemination, distribution or copying of it or the attachments is strictly prohibited. If you have received this communication in error, please contact me and destroy all copies of the communication and attachments. Thank you.

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Jackson Lester](#); [BCDC PublicComment](#)
Cc: Pan, Katharine@BCDC
Subject: RE: Public Comment - Item 8 RSR Bridge - 5/2/24 BCDC Meeting
Date: Thursday, May 2, 2024 4:00:04 PM
Attachments: [image001.png](#)

Thank you—We are in receipt of the public comment to the San Francisco Bay Conservation and Development Commission.

Reyna Amezcuca
San Francisco Bay Conservation and Development Commission
Bay Area Metro Center
375 Beale St., Suite 510
San Francisco, CA 94105
reyna.amezcua@bcdcc.ca.gov
info@bcdcc.ca.gov | www.bcdcc.ca.gov
Main Office Number: (415) 352-3600



From: Jackson Lester <jacksonlester@gmail.com>
Sent: Thursday, May 2, 2024 3:56 PM
To: BCDC PublicComment <publiccomment@bcdcc.ca.gov>
Subject: Public Comment - Item 8 RSR Bridge - 5/2/24 BCDC Meeting

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

Hi All,

Thank you for your time in today's meeting discussing the bike/ped path on the Richmond / San Rafael Bridge! I wanted to provide some comments based on the discussion I heard. I think both of these items could be helpful in directing Caltrans' future proposals.

- The Caltrans representative mentioned that we don't have data about the impact of travel time around incidents from before the shoulder was turned into a multi-use path. If Caltrans didn't keep time series speed data from the past from sensors on the bridge needed for this kind of study, I'm sure Inrix would be happy to sell it to them without having to close the bike/pedestrian path to figure it out.
- A commenter mentioned that there is no reason the number of lanes wouldn't be symmetrical on each side of the bridge - but that doesn't take into account downstream bottlenecks from the bridge. As I understand it, the West side of the bridge leads the vast majority of vehicles to the 580/101 junction that will become more of a substantial bottleneck for Westbound travel if capacity on the bridge is expanded.

Thanks!
Jackson

Jackson Lester
jacksonlester@gmail.com
541-777-0668

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Latham, Owen](mailto:Latham_Owen)
Subject: RE: Public comment to Richmond Bridge lane closure
Date: Friday, May 3, 2024 12:46:07 PM
Attachments: [image001.png](#)

Thank you for the public comment and we very much appreciate knowing your views and your taking the time to provide comments to the Commission. We will let you know once the subject matter is back on the agenda for Commission consideration.

Again, thank you for your interest in the work of the Commission.

[How to Provide Comments and Comment Time Limits](#)

Pursuant to state law, the Commission is currently conducting its public meetings in a “hybrid” fashion. Each meeting notice will specify (1) where the meeting is being primarily held physically, (2) all teleconference locations, which will be publicly-accessible, and (3) the ZOOM virtual meeting link. If you would like to comment at the beginning of the meeting or on an item scheduled for public discussion, you may do so in one of three ways: (1) being present at the primary physical or a teleconference meeting location; (2) emailing comments in advance to publiccomment@bcdca.gov until 10 a.m. on the day of the meeting; and (3) participating via ZOOM during the meeting.

Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center
375 Beale St., Suite 510
San Francisco, CA 94105
info@bcdca.gov | www.bcdca.gov
Main Office Number: (415) 352-3600



From: Latham, Owen <olatham@tamdistrict.org>
Sent: Thursday, May 2, 2024 8:26 PM
To: BCDC PublicComment <publiccomment@bcdca.gov>
Subject: Public comment to Richmond Bridge lane closure

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

Hello there,

I sent this letter to Ms. Moulten Peters but she never responded. I also attempted to make a public comment in today's meeting but the public comment session was closed early.

My name is Owen and I am a daily bicycle commuter on the Richmond bridge. I live in El Sobrante and commute to Larkspur, where I work as a special education high school teacher.

As a lifelong bicycle commuter, I believe cycling and public transit use is the most effective way to reduce my carbon footprint. I accepted my job in Marin on the understanding the bike lane would be a fixture of my day-to-day, as I've done with all other occupations I've had in the Bay since I was a teen.

If the bike lane is closed, I will no longer have the means to make it to work. The Golden Gate bus service is infrequent and unreliable, and I am not in a position to afford commuting all the way to Marin in a car on a daily basis, nor would I given the detrimental environmental impact it would have.

If the bike lane is closed, I will be seeking employment in a school district that allows me to bike commute to my campus.

Please keep this important transit option open to cyclists like myself. I enjoy working with Marin families, and I would hate to discontinue my work because there's no way to make it out to the place of my employment.

Thank you for your time.

- Owen

From: Reception@BCDC
To: rng256@berkeley.edu
Cc: [John Gioia](#); [Federal D. Glover](#); Pan, Katharine@BCDC
Subject: RE: Public Comment - Item 8 RSR Bridge - 5/2/24 BCDC Meeting
Date: Friday, May 3, 2024 12:17:49 PM

Thank you — We are in receipt of your public comment and will let you know once the subject matter is back on the agenda for Commission consideration.

How to Provide Comments and Comment Time Limits

Pursuant to state law, the Commission is currently conducting its public meetings in a “hybrid” fashion. Each meeting notice will specify (1) where the meeting is being primarily held physically, (2) all teleconference locations, which will be publicly-accessible, and (3) the ZOOM virtual meeting link. If you would like to comment at the beginning of the meeting or on an item scheduled for public discussion, you may do so in one of three ways: (1) being present at the primary physical or a teleconference meeting location; (2) emailing comments in advance to publiccomment@bcdca.gov until 10 a.m. on the day of the meeting; and (3) participating via ZOOM during the meeting.

Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center
375 Beale St., Suite 510
San Francisco, CA 94105
info@bcdca.gov | www.bcdca.gov
Main Office Number: (415) 352-3600

From: Rachel Ng <rng256@berkeley.edu>
Sent: Thursday, May 2, 2024 4:50 PM
To: BCDC PublicComment <publiccomment@bcdca.gov>
Cc: John Gioia <john.gioia@bos.cccounty.us>; Federal D. Glover <district5@bos.cccounty.us>
Subject: Public Comment - Item 8 RSR Bridge - 5/2/24 BCDC Meeting

Some people who received this message don't often get email from rng256@berkeley.edu. [Learn why this is important](#)

Hello BCDC members,

I am emailing my public comment as the virtual commenting period on Item 8 was cut short this afternoon.

My name is Rachel Ng, and I have been a Richmond resident since 2018. I actually have only used the bike path twice; I basically only drive across the bridge. I support keeping the bike path open 24/7 and oppose reverting it to an emergency shoulder.

I must highlight the public commenter earlier today who drily commented, "I look out my car window all the time on the bridge and see nobody in the bike lane. I think there are more people advocating for the bike lane in this meeting than actually using it." (Paraphrasing him, of course.)

What he said isn't wrong. It might even be objectively true. But despite being a driving user of the bridge like that guy, I can fathom how keeping the bike lane open 24/7 positively impacts me, him, and all drivers. It's really not that difficult to understand how something that benefits others can benefit me as well. (Although all the cyclists' reasons are sensible, fantastic, important, and ones that I support too.)

Reverting the lane will not decrease congestion. Further, I think opening a shoulder makes it even more dangerous to drive across the bridge.

First, the shoulder lane will not decrease congestion. It's a moot point as the toll plaza approach is 7 lanes being squeezed into 2 lanes. The shoulder lane doesn't change the fact that there's still only 2 lanes across the bridge. The option of opening a 3rd traffic lane is not on the table, as some pro-shoulder lane commenters seemed to misunderstand today.

So, secondly, that leaves the other hot topic that causes congestion: breakdowns or accidents that shut down lanes. Breakdowns are unavoidable. Accidents though?

Well, road design affects how safely people drive. With the bike lane barriers up, the perceived narrower lanes encourage safer and slower driver behavior. The Caltrans interim report supports this; "severe injury collisions are down significantly on the upper deck...while they increased on the three-lane lower deck." I've been nearly sideswiped 3 times on the bridge. If having a bike lane open means people are less likely to pull crazy stunts like cutting me off at 45 mph while traffic is going 20 mph with less than 1 foot of clearance, then by all means keep the bike lane open! I'd rather that than getting crushed by a reckless driver.

Third, an increase in road safety across the bridge would decrease the need to even dispatch emergency vehicles and close down lanes in the first place. We can't control flat tires or drivers running out of gas, but we certainly can influence driver behavior in a proven and effective manner.

Finally, there is no guarantee that people will respect the shoulder as it should be used. In fact, it's almost a given that they WON'T treat it as an open, emergency-only lane. Caltrans cites that CHP officers repeatedly see vehicles on the lower deck blatantly misusing the 3rd lane, whether maliciously or not. This is a real problem for tow trucks or first responders that are using or stopped in the shoulder.

Putting dangerous driving behavior and a free-for-all attitude some have towards an open shoulder together, I can't help but imagine the likelihood of a crash between a tow truck and a reckless driver in the shoulder. Oh, wouldn't that be a terrible situation for the thousands of commuting drivers to sit through? It effectively renders the shoulder useless and brings us back to where we started - a third, unusable lane. I'd much rather see peds/riders be able to use it, whether it's 1 person or 10,000 people. That's because the presence of the lane makes driving a safer, more efficient experience.

The findings from the Caltrans interim report draws a clear and obvious cycle. Thinking of eliminating

the bike path? Get ready to re-enable dangerous driving behavior because the road design physically encourages it. People driving dangerously and crazily again? Get ready for (completely avoidable) crashes that cause lane closures. Uptick in crashes or wrecks that close down lanes? Get ready for congestion that has drivers waking up hours earlier to avoid gnarly commute traffic jams. Wouldn't it be absurd to continue inducing and allowing the hell-like levels of traffic that car commuters at today's meeting complained about?

I think you must address root causes of congestion and dangerous driving behavior and leave the bike lane alone. It's not harming drivers or commute time. In fact, the lane could possibly be making it better for all users of the bridge, whether they're drivers or walkers or rollers.

Thank you for the work that you do and considering this issue with detail, care, and nuance.

Rachel Ng

From: Reception@BCDC
To: [Zach Lipton](#)
Subject: RE: Public comment re Richmond-San Rafael Bridge Bay Trail
Date: Thursday, May 2, 2024 4:02:46 PM
Attachments: [image001.png](#)

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center

375 Beale St., Suite 510

San Francisco, CA 94105

info@bcdc.ca.gov | www.bcdc.ca.gov

Main Office Number: (415) 352-3600



From: Zach Lipton <zach@zachlipton.com>
Sent: Thursday, May 2, 2024 3:58 PM
To: Reception@BCDC <reception@bcdc.ca.gov>
Subject: Public comment re Richmond-San Rafael Bridge Bay Trail

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

I was not able to give a public comment at today's Commission meeting. Please add my comments to the record.

Good afternoon commissioners, Zach Lipton. I bike on the bridge, and I'm asking you to keep the Bay Trail on the Richmond-San Rafael bridge open every single day

What we're talking about here is removing four miles of the Bay Trail and converting it to a breakdown lane for tow trucks. That's more trail than we've built in the past 6 years combined, and in a place where there's no alternative bike or pedestrian crossing for 20 miles in either direction.

I've had the great chance over the course of the pandemic to spend more time getting out and exploring the Bay Area, and a big part of that has been biking on every part of the Bay Trail. And through that, I've gotten to see firsthand just how hard the Commission has worked to ensure the whole Bay Area has access to the really extraordinary resource that is the Bay Trail. So it's really discouraging to see this push to remove such an important part of the Bay Trail, especially as e-bikes have become wildly popular and make the path accessible to more users.

If people are really crashing their cars together so often on the bridge that this is such a frequent problem, I wonder what work is being done to address traffic safety here so that these crashes, these "incidents" as you keep calling them, aren't happening so routinely. If there are really so many incidents that you need an entire lane just to address them, something really no other bridge has, that seems like something is really dangerous and should be addressed in the name of public safety instead of removing the path.

I believe what I heard your experts say earlier is that tire dust is the biggest source of pollution in the Bay, and that is caused by Vehicle Miles Traveled. It's vital for the Bay and our climate goals that reduce VMT. Removing the

trail to widen the highway, whether for a breakdown lane or an HOV lane, would lead to increased VMT, worsen pollution in the Bay, and be a huge step backward for the Bay Trail and for our region's transportation system.

I urge you to listen to the people who use and rely on this path and keep the Bay Trail on the bridge.

Thank you.



August 5, 2024

Subject: Richmond-San Rafael Bridge Trail Pilot Extension

As local nonprofit organizations supporting healthy active transportation and recreation, we are writing with regard to Caltrans' April 24 request to amend Richmond-San Rafael Bridge Permit 1997.001.06 to extend the RSR Bridge Trail Pilot Program.

We request that BCDC add at least one year to the requested June 30, 2025 extension, allowing the pilot program to run to June 30, 2026 or later. This is necessary to allow time to evaluate the benefits of the open road tolling and HOV lane extension projects being carried out by the Bay Area Toll Authority and Caltrans as articulated in Resolution 24-09 adopted by the West Contra Costa Transportation Commission on July 26 resolving that:

“The Richmond-San Rafael Bridge Pilot Trail should remain open 24 hours/day, seven days/week until the westbound I-580 ORT/HOV lane extension project is completed, and its impact has been evaluated.”

Previously in May 2024 [we submitted a coalition letter to BCDC members](#) co-signed by more than 70 local, regional, state, and national active transportation, sustainability, and other related organizations in support of keeping the bridge trail open. Their support extends to this pilot extension proposal.

Thank you,

Robert Prinz
Advocacy Director
Bike East Bay

Warren Wells
Policy & Planning Director
Marin County Bicycle Coalition

Bruce Beyaert
Chair
Trails for Richmond Action Committee

From: [Florence Anne Lien](#)
To: [Belia Ramos](#)
Subject: Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!
Date: Wednesday, October 16, 2024 9:47:03 AM

[External Email - Use Caution]

October 15, 2024 @ 01:54am

Commissioner, the time is now to implement a more permanent solution for the Richmond-San Rafael Bridge!

Dear Commissioner Belia Ramos,

I live in Point Richmond and commute to San Rafael 4-5 times a week. I am reaching out as a concerned member of our community to show my support for the BATA permit application to close the bike lane on the westbound portion of the bridge from Mondays to Thursdays, and restore the emergency shoulder. The current bike lane setup is underutilized and causing significant daily disruptions for thousands of commuters.

Please take decisive action to approve this permit application at BCDC ASAP!

This potential change presents a critical opportunity. Traffic congestion has become more than a nuisance; it has a major negative impact on quality of life for the workers - primarily people of color - who are forced to navigate the increasingly lengthy bridge commute. 63% of the car commuters are people of color, and 60% make less than the median income for the Bay Area. These workers are already facing the stress of increased costs of living and fewer residential options, with the Bridge serving as their only option for their daily commute.

While only 80-250 cyclists use the westbound bike lane each day, an overwhelming 80,000 vehicle trips are made. This imbalance highlights the urgent need for a solution that better serves most bridge users.

Reopening the third lane would alleviate congestion and reduce the daily stress on thousands of commuters. This change is supported by 80% of Richmond voters, who favor practical solutions that enhance commute efficiency and public health.

Your support for this proposal can drive significant positive change, demonstrating effective leadership and responsiveness to community needs. We count on your commitment to making decisions that prioritize well-being and equity in our transportation infrastructure.

Thank you for considering this urgent appeal. Your action is crucial for our community's future.

Sincerely,
Florence Anne Lien
91 Scenic Ave,
Richmond, CA 94801
stilly5@yahoo.com
415-342-8655

BOARD OF DIRECTORS

Chair
KARLEEN ARNINK-PATE
Chief Revenue Officer
Sonoma Media Investments

Past Chair
JORDAN LAVINSKY
Partner
Hanson Bridgett LLP

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

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

Executive Committee
ALON ADANI
Owner
Cornerstone Properties

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

Executive Committee
PATTY GARBARINO
President
Marin Sanitary Service

Executive Committee
STEVE PAGE
Chairman Emeritus
North Bay Leadership Council

Executive Committee
MARK WOOD
Chairman Emeritus
North Bay Leadership Council

DR. ARMIKA BERKELY
Chief Administrative Officer
Kaiser Permanente

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

AIMI DUTRA KRAUSE
Public Relations Director
The Dutra Group

JAMES ELLIOT
Partner
BPM LLP

INGRID ESTRADA
CAO
Keysight Technologies

DR. JONATHAN ELDRIDGE
Superintendent/President
College of Marin

DR. ROB EYLER
Professor of Economics
Sonoma State University

BRIAN FLYNN
General Manager
Sonoma Raceway

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

CELIA FURBER
Community Relations & Sustainability Manager
Recology

MEGAN GILLESPIE
CEO, Santa Rosa Regional Hospital
Sutter Health

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

MILES HORTON
Legislative Policy & Community Engagement Manager
Sonoma Clean Power

ERIC JOHNSTON
CEO
Sonoma Media Investments

DAVID KLEIN, MD, MBA
CEO
MarinHealth

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

BRETT MARTINEZ
President & CEO
Redwood Credit Union

MARCOS MONTES
Director of Government Affairs for the North Bay
Comcast

MEAGAN MOORE
CAO
Buck Institute for Research on Aging

MELISSA OLIVA
Executive Vice President, Field Operations
Nelson Connects

GARRY OLNEY
CEO
Providence Northern CA

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

JOANNE WEBSTER
President & CEO

KATE MURRAY
CAO



January 16, 2025

R. Zachary Wasserman, Chair
San Francisco Bay Conservation & Development Commission
375 Beale Street, Suite 510
San Francisco, CA 94105

Re: Support for Modified Pilot for Workers and Employers

Dear Chair Wasserman and Commissioners,

The North Bay Leadership Council (NBLC) is an employer-led public policy advocacy organization representing leading employers in the North Bay including Marin, Sonoma and Napa. Our members represent a wide variety of businesses, non-profits, and educational institutions, with a workforce in excess of 100,000. As business and civic leaders, our goal is to promote sound public policy, innovation and sustainability to make our region a better place to live and work.

We write to express our strong support for reopening the bike lane on the Richmond- San Rafael Bridge as a pull over lane by granting the proposed modifications that Caltrans has requested to reduce the days and hours of operation of the Bridge Bike Lane for a two-year period.

As you explore this item in your workshop today, *I want to emphasize the critical importance of addressing it as a matter of equity and quality of life* for the tens of thousands of commuters crossing the bridge each day that do not have transit options. The lived experience of these workers, mostly people who are low income, is real. For these Bay Area residents, this issue is not just an inconvenience; it is a significant burden on their daily lives.

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

I'd also like to offer this perspective; the modified pilot program is not a zero-sum solution. This initiative does not prioritize one group over another but instead represents a balanced approach. It provides compassionate relief during the weekdays for hardworking families who do not have the option to bike across the bridge, while also ensuring that cyclists and pedestrians have access during the weekends, when usage is highest. Additionally, this pilot creates an opportunity to study the potential for future enhancements, such as converting the lane into a high-occupancy vehicle (HOV) or bus lane, to further benefit ALL users.

775 Baywood Dr., Suite 101 • Petaluma, CA 94954
707.283.0028 • Fax: 707.763.3028 • www.northbayleadership.org

NBLC supports efforts for increased investment in public transportation that serve the corridor to reduce reliance on personal vehicles. The usage of the current pilot is not compelling enough and did not support any kind of mode shift away from personal vehicles. We ask you to try something different in this new pilot and really study how to make a mode shift happen.

By addressing this issue and approving the permit for the modified pilot, you have the opportunity to promote greater equity, enhance economic mobility and improve the quality of life for thousands of people who rely on this critical infrastructure. Your leadership and commitment to finding solutions will make a tangible difference in their lives.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Joanne Webster". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

Joanne Webster
President & CEO
jwebster@northbayleadership.org

From: [kevin padian](#)
To: [Peterson, Sierra@BCDC](#); [Pan, Katharine@BCDC](#)
Subject: public comment on BCDC meeting, Thursday 16 Jan 2025
Date: Wednesday, January 15, 2025 7:12:55 PM

You don't often get email from kpadian23@yahoo.com. [Learn why this is important](#)

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

Dear Ms. Peterson and Ms. Pan,

I wanted to lodge a public comment regarding Item 8 on tomorrow's meeting, but I did not see a way to do this on the website for the meeting. Would you be so kind as to communicate the following to the Commissioners? Thanks so much.

Dear Commissioners,

I've lived and commuted in the East Bay, Marin County, and Sonoma County for 44 years. The RSF Bridge is hopelessly choked every morning. That's your fault. Yes, great idea to encourage carbon-free travel. But it hasn't worked. 140 bikers a day versus tens of thousands of cars? All of which are spewing carbon emissions in places like Richmond, which is already threatened by the periodic eruptions from the petrol refineries?

The experiment was noble, but it failed. The few bikers can throw their vehicles on a clean bus to take them across the bridge. They should be thankful that their "sacrifice" will save the respiratory burdens on hundreds of thousands of others, mostly those who, as usual, absorb all varieties of the "poor tax," like this one.

Please do the right thing. NO, we don't need to differentiate between weekends and weekdays. The experiment is over. We don't need a bike lane. If they want exercise they can walk, or walk their bikes.

I loved biking, as long as I could do it. But this is the tyranny of the tiny, tiny minority. This is over. Please stop chasing fantasies and defend the poor.

Kevin Padian
San Rafael

From: [Reese Reese](#)
To: [BCDC PublicComment](#)
Subject: Public Comment - 1/16/25 Commission Meeting - Item 8
Date: Thursday, January 16, 2025 9:55:30 AM

[Some people who received this message don't often get email from gstbreese@mac.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.

Hello,

I'm writing in favor of maintaining open access to the RSR bike path. I ride this path several times a month, often in the time frame that is being proposed for closer. As a tax paying citizen I believe infrastructure should support more than just cars. We should utilize the improvements made around the bridge access full time, not just when cars want to share, because this will diminish over time until the access is eliminated entirely.

Closing the bridge will stifle any growth potential for cycle and eBike development. We should be opening more alternative to cars, not reducing routes.

Thank you,

R. Reese
Oakland Resident

BART Bicycle Advisory Task Force

January 16, 2025

TO: Bay Conservation and Development Commission (BCDC)
Metro Center
375 Beale Street, Board Room
San Francisco, CA 94105

FROM: BART Bicycle Advisory Task Force

RE: Oppose Proposed Closure of Richmond-San Rafael Bridge Bicycle Path
(BCDC Board, January 16 - Item 8 - RSR Bridge Permit Workshop)

The BART Bicycle Advisory Task Force (BBATF) strongly opposes MTC's proposal to replace the multi-use path on the Richmond-San Rafael Bridge (RSR Bridge) with a westbound breakdown lane/shoulder. Instead, the BBATF urges the BCDC Board to:

- 1) *Not issue any permits that restrict bike and pedestrian access to the existing path;*
- 2) *Support a permanent RSR Bridge multi-use path that is open all day, every day (24/7/365) to walkers, bicyclists, and others;*
- 3) *Extend the RSR Bridge Multi-use Path Pilot Project until more sustainable congestion solutions are found.*

The Metropolitan Transportation Committee (MTC) has proposed replacing the RSR Bridge multi-use path with a westbound breakdown lane/shoulder lane every Monday through Thursday. *This leaves people who walk or ride bicycles without a safe and direct path between Marin County and the East Bay for four work days every week.* This is discriminatory.

Closing or restricting the path also runs counter to MTC's and BCDC's goals and policies to foster clean, green, and equitable transportation, particularly:

- BCDC Transportation Policies 1 and 4
- BCDC Public Access Policies 2, 5, and 8

The MTC and CalTrans proposal is auto-centric, inappropriate, and does not accurately respond to the data gathered during the pilot project (2019-2024):

- 1) The two-way bike-pedestrian path and associated bridge changes have not significantly affected traffic congestion, collision rates, or incident-related delays, per the After Study for the Richmond-San Rafael Bridge, Phase I, Section 10.5 (2022) in Appendix B;

- 2) Thousands of bicyclists and pedestrians have crossed the RSR Bridge on both recreational and commute trips since the path opened in 2019 — far more than the number of people who used the infrequent and inadequate bike shuttle and buses that ran prior to the pilot project;
- 3) Restricting sustainable commute options such as walking and bicycling will drastically reduce carbon-free weekday transit options across the bridge, increasing both automotive pollution and greenhouse gas production;
- 4) Without costly, significant improvements to Marin County roadways that connect to the RSR Bridge, auto congestion — fueled by single-occupancy vehicles — will only increase, no matter how many westbound lanes are available on the bridge itself.

MTC's push to close the multi-use path during the work week seems to be driven by vocal claims from motorists and business groups. These claims, however, are not supported by the available traffic data from the Pilot Project and more sustainable solutions are available, such as building more affordable workforce housing close to jobs in Marin County.

Bicyclists, pedestrians, and users of e-bikes, scooters, wheelchairs, and other mobility devices need and deserve the 24/7/365 access to San Francisco Bay and the connectivity offered by the RSR Bridge multi-use path. The path should remain open permanently and BCDC should not issue permits to MTC and CalTrans that restrict access to the multi-use path.

Please support sustainable Bay access and the RSR Bridge's direct connection between Marin County, the East Bay, and BART for everyone. **Please do not issue permits to remove or restrict 24/7/365 access to the RSR Bridge bike and pedestrian path.**

Thank you for your time and consideration.

Respectfully submitted,

Jon

Jon Spangler, Chair
BART Bicycle Advisory Task Force
<https://www.bart.gov/about/bod/advisory/bicycle>
510-846-5356 mobile
goldcoastjon@gmail.com

BOARD OF DIRECTORS

Chair
KARLEEN ARNINK-PATE
Chief Revenue Officer
Sonoma Media Investments

Past Chair
JORDAN LAVINSKY
Partner
Hanson Bridgett LLP

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

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

Executive Committee
ALON ADANI
Owner
Cornerstone Properties

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

Executive Committee
PATTY GARBARINO
President
Marin Sanitary Service

Executive Committee
STEVE PAGE
Chairman Emeritus
North Bay Leadership Council

Executive Committee
MARK WOOD
Chairman Emeritus
North Bay Leadership Council

DR. ARMIKA BERKELY
Chief Administrative Officer
Kaiser Permanente

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

AIMI DUTRA KRAUSE
Public Relations Director
The Dutra Group

JAMES ELLIOT
Partner
BPM LLP

INGRID ESTRADA
CAO
Keysight Technologies

DR. JONATHAN ELDRIDGE
Superintendent/President
College of Marin

DR. ROB EYLER
Professor of Economics
Sonoma State University

BRIAN FLYNN
General Manager
Sonoma Raceway

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

CELIA FURBER
Community Relations & Sustainability Manager
Recology

MEGAN GILLESPIE
CEO, Santa Rosa Regional Hospital
Sutter Health

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

MILES HORTON
Legislative Policy & Community Engagement Manager
Sonoma Clean Power

ERIC JOHNSTON
CEO
Sonoma Media Investments

DAVID KLEIN, MD, MBA
CEO
MarinHealth

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

BRETT MARTINEZ
President & CEO
Redwood Credit Union

MARCOS MONTES
Director of Government Affairs for the North Bay
Comcast

MEAGAN MOORE
CAO
Buck Institute for Research on Aging

MELISSA OLIVA
Executive Vice President, Field Operations
Nelson Connects

GARRY OLNEY
CEO
Providence Northern CA

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

JOANNE WEBSTER
President & CEO

KATE MURRAY
CAO



January 16, 2025

R. Zachary Wasserman, Chair
San Francisco Bay Conservation & Development Commission
375 Beale Street, Suite 510
San Francisco, CA 94105

Re: Support for Modified Pilot for Workers and Employers

Dear Chair Wasserman and Commissioners,

The North Bay Leadership Council (NBLC) is an employer-led public policy advocacy organization representing leading employers in the North Bay including Marin, Sonoma and Napa. Our members represent a wide variety of businesses, non-profits, and educational institutions, with a workforce in excess of 100,000. As business and civic leaders, our goal is to promote sound public policy, innovation and sustainability to make our region a better place to live and work.

We write to express our strong support for reopening the bike lane on the Richmond- San Rafael Bridge as a pull over lane by granting the proposed modifications that Caltrans has requested to reduce the days and hours of operation of the Bridge Bike Lane for a two-year period.

As you explore this item in your workshop today, *I want to emphasize the critical importance of addressing it as a matter of equity and quality of life* for the tens of thousands of commuters crossing the bridge each day that do not have transit options. The lived experience of these workers, mostly people who are low income, is real. For these Bay Area residents, this issue is not just an inconvenience; it is a significant burden on their daily lives.

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

I'd also like to offer this perspective; the modified pilot program is not a zero-sum solution. This initiative does not prioritize one group over another but instead represents a balanced approach. It provides compassionate relief during the weekdays for hardworking families who do not have the option to bike across the bridge, while also ensuring that cyclists and pedestrians have access during the weekends, when usage is highest. Additionally, this pilot creates an opportunity to study the potential for future enhancements, such as converting the lane into a high-occupancy vehicle (HOV) or bus lane, to further benefit ALL users.

775 Baywood Dr., Suite 101 • Petaluma, CA 94954
707.283.0028 • Fax: 707.763.3028 • www.northbayleadership.org

NBLC supports efforts for increased investment in public transportation that serve the corridor to reduce reliance on personal vehicles. The usage of the current pilot is not compelling enough and did not support any kind of mode shift away from personal vehicles. We ask you to try something different in this new pilot and really study how to make a mode shift happen.

By addressing this issue and approving the permit for the modified pilot, you have the opportunity to promote greater equity, enhance economic mobility and improve the quality of life for thousands of people who rely on this critical infrastructure. Your leadership and commitment to finding solutions will make a tangible difference in their lives.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Joanne Webster". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

Joanne Webster
President & CEO
jwebster@northbayleadership.org



RE: Public Comment -1/16/25 Commission Meeting - Item 8 c

From Amezcua, Reyna@BCDC <reyna.amezcua@bcdc.ca.gov>

Date Thu 1/16/2025 1:43 PM

To Pete Gwinn <pmgwinn@gmail.com>

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk c

San Francisco Bay Conservation and Development Commission Bay Area Metro Center

375 Beale St., Suite 510

San Francisco, CA 94105

info@bcdc.ca.gov | www.bcdc.ca.gov

Main Office Number: (415) 352-3600



From: Pete Gwinn <pmgwinn@gmail.com>

Sent: Thursday, January 16, 2025 11:46 AM

To: BCDC PublicComment <publiccomment@bcdc.ca.gov>

Subject: Public Comment -1/16/25 Commission Meeting - Item 8

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

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

My name is Pete Gwinn. I'm a Berkeley resident, who works in San Francisco. I have 2 young kids, ages 2 and 5. I oppose the proposed bridge path closure, and support keeping it open for biking and walking 24/7.

I first rode over the RSR bridge in Dec 2019, to commute into my office in San Francisco via Marin. It was a beautiful way to start the day. Then the pandemic hit. Like many folks, during COVID, I struggled to maintain my mental and physical health. In early 2021, I had put on additional weight, on top of an already unhealthy baseline, and knew a change was necessary. Starting a decade earlier in San Francisco, I had a passion for cycling and renewed my interest in it as a way to improve my health. With exercise and lifestyle changes I was able to drop 30lbs, and felt better than ever.

Once COVID was starting to subside, I was expected to return to the office in-person. Like many parents of young kids, I faced a challenge when trying to continue incorporating exercise into my day, but I was committed to finding a way. My solution was to repurpose my commute time into a workout, and the key to enabling this was weekday access to the RSR bridge. Since Summer 2022, nearly every week I've risen early, and rode my bike from Berkeley to downtown SF, through Marin county

(according to the 132 trips). I've been sometimes looking forward to the week, and has markedl improved my physical and mental health. Watching the rising sun break over Mt Tam while commuting in the fresh air beats an elliptical machine any day.

When I heard that the pilot period was ending, I was natural to expect there would be a well-informed discussion of what to do with the path. The news that the MTC/Caltrans was going to recommend returning the path to a breakdown lane without addressing the root causes of traffic congestion caught me a little by surprise. Not to be dramatic, but it left me depressed for the remainder of the week when I heard it, since I would take away something I enjoy so much.

I realize, no one likes sitting in traffic. However, making a change like this in order to appease a local group of motorists (who are seemingly angered by the mere sight of the lane) but not solving the underlying issues creating congestion seems like a step in the wrong direction. This is before even considering the value the path provides as part of the larger Bay Trail system, or how it could link the East Bay to projects like the [Great Redwood Trail](#).

Additionally, much of the discussion around the path has seemed to sort itself into 2 classes: "Transportation/Utility" and "Health/Recreation", with critics pointing out that the latter category covers most use of the bridge, and that usage is confined to weekends. This is a false dichotomy; as mountains or illnesses, it is possible to blend the 2 together -- it's not just a leisure time activity limited to weekends.

Lastly, here are a number of other proposed changes that aim to improve traffic flow and throughput (e.g. removing the toll lanes). Making those changes, while concurrently running an experiment to determine the effect of a breakdown shoulder on travel time variability will lead to a confounded statistical analysis. In other words, it will be impossible to separate the effects of, say, the toll plaza removal, from those of the breakdown lane. As we study the effects of proposed changes on traffic, we need to take care to ensure we clearly understand and causal relationships between treatments and their effects. The current proposed timeline of changes fails to do that.

Thank you for your time and consideration,
Pete Gwinny



RE: Richmond Bridge Bike Lane- Smoke and Mirrors w

From Reception@BCDC <reception@bcdc.ca.gov>

Date Wed 1/22/2025 8:36 AM

TO: RON MCROBBIE <r.mcrobbie@comcast.net>

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission. w

Reception Desk w
San Francisco Bay Conservation and Development Commission Bay Area Metro Center w
375 Beale St., Suite 510
San Francisco, CA 94105w
info@bcdc.ca.gov | www.bcdc.ca.gov w
Main Office Number: (415) 352-3600 w



From: RON MCROBBIE <r.mcrobbie@comcast.net> w

Sent: Wednesday, January 22, 2025 8:01 AM w

To: opinion@marinij.com w

Cc: spotswood@comcast.net; arodriguez@marinij.com; slopez@bayareanewsgroup.com; Reception@BCDC w
<reception@bcdc.ca.gov>; BCDC PublicComment <publiccomment@bcdc.ca.gov>; w
mary.sackett@marincounty.gov; assemblymember.connolly@outreach.assembly.ca.gov; w
sustainableanrafael@sustainablemarin.org

Subject: Richmond Bridge Bike Lane- Smoke and Mirrors ww

You don't o t n t il ro r.mcrobbie@comcast.net. Learn hy this is important w

WARNING: his message is from an e ternal source. erify the sender and e rcise caution when clicking links or opening w attachments.

w in IJ nd B y A p, C
Kind yCc n id Cth it m b C f Qy C L tt Ct Edit /Opini n S Cti n. C
Th Ck y ,
R C cR Cbi C
S C R C , A C

Richmond Bridge Bike Lane- Smoke and Mirrors
Sharing my feedback to Bay Conservation and Development

B D R p nt tiv ,
Whi I pp ci t B D ' m king it' J n y 16, 2025 mmi i n ting (t dd th
Richm nd-S n R f B idg Bik L n ti p i d p p d xt n i n) wi b t th p bi C
vi Liv W bc t, l v y di h t n d h ving tch d th m . I m bmitting th
f ing f db ck in h p th t c ctiv d hip "g t it ight" thi tim , di pp v

further 2 e r tu o "collec more da a" when the obviou ution i t ring ou in the e e ,
n i unmi t en vi ib e to the pub ic.....

Solution = Eliminate the bike lane now, free up the 3rd lane providing essential safety responder access efficiency, reducing westbound driving time, mitigating negative environmental impacts due to carbon emissions from stacked up traffic, reducing countless lost person-hours, cutting through politics, and restoring BCDC's (and other , agencies) credibility with the public.

Feedback 16 Jan 2025 meeting:

*While BAY PLAN TRANSPORTATION POLICIES to provi e bike cce to horeline re
mir ble pplic tion of thi polic in the c e of the Richmon Bri ge bike l ne i "contr r to
CA' t te le er hip in mitig ting neg tive imp ct to environment". The l tter houl
uper e e.

*Proportion tel ver little i cu ion w focu e on the neg tive environment l imp ct
c u e b the bike l ne- THIS IS THE ELEPHANT IN THE LIVING ROOM THAT BIKE LANE
PROONENTS MINIMIZE OR IGNORE (c rbon emi ion from t cke up we tboun tr ffic
lo t per on hour compromi e emergenc re pon e bilit per on l tre n po ible
he lth imp ct to Point Richmon vicinit n more.

*D t collector re too eep in the fore t to ee the tree . The cl im to nee collect more
"fu ure inciden da a" uring n exten e 18 month bike l ne tri l perio . AND THEY
EXCLUDE FLAT TIRES AND RUNNING OUT OF GAS AS INCIDENTS (the e cre te imp ct).
AND THEY INDICATE PROBLEMS WITH THE QUALITY OF DATA THEY HAVE COLLECTED
FROM VARIOUS SOURCES. AND THE MODELLING INDICATES ONLY 5 MINUTES OF
LOST WESTBOUND COMMUTER TIME WHICH ANY WESTBOUND COMMUTER KNOWS
IS BUNK! (C n be 20-25 minute even without n inci ent uring he v tr ffic time). **The
bridge use and negative impacts disparity due to the bike lane will not change as a result
of extending the trial period via MTC's 4/3 day sharing proposal.** Vi u l ob erv tion of the
bike l ne neg tive imp ct (well public fee b ck on me inclu e in our gen) i
ufficient to elimin te the bike l ne p. COMPROMISING EMERGENCY RESPONSE
EFFICIENCY AND PUBLIC SAFETY FOR 2 MORE YEARS FOR THE PURPOSE OF
COLLECTING MOE DATA WOULD APPEAR TO BE IRRESPONSIBLE LEADERSHIP TO THIS
INDIVIDUAL.

*In thi n ge of glob l w rming n climate ch nge n the extreme nee to t ke ction
to prevent or minimize c rbon emi ion into the environment exten ing thi bike l ne tri l
project two more e r for t collection thereb ex cerb ting environment l con ition n
ing to the c rbon pollution i ver hort ighte n reflect politic l bi tow r bike
voc te .

Once g in l o ppreci te our making the BCDC meeting v il ble to the public. I trul hope
th t ou v lue my fee b ck n make collective eci ion th t be t erve the environment the
he lth n fet of the gener l public. Ye biking i won erful but it houl n't rive
irre pon ible hort- ighte eci ion . Ple e kin l h re thi fee b ck with fellow eci ion-
maker ppropri te. Th nk for li tening

Re pectfull ubmitte
Concerne citizen S n R f el
Ron McRobbie



RE: SUBJECT: 1/16/2025: Comment on Commissioner Workshop on Richmond-San Rafael Bridge |

From Amezcua, Reyna@BCDC <reyna.amezcua@bcdc.ca.gov>

Date Thu 1/16/2025 1:44 PM

To Vincent Purcell <vincent.purcell@gmail.com>

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk 1

San Francisco Bay Conservation and Development Commission Bay Area Metro Center

375 Beale St., Suite 510

San Francisco, CA 94105

info@bcdc.ca.gov | www.bcdc.ca.gov

Main Office Number: (415) 352-3600




From: Vincent Purcell <vincent.purcell@gmail.com>

Sent: Thursday, January 16, 2025 1:03 PM

To: BCDC PublicComment <publiccomment@bcdc.ca.gov>

Subject: SUBJECT: 1/16/2025: Comment on Commissioner Workshop on Richmond-San Rafael Bridge

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

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

My name is Vincent Purcell, and I am a resident of Vallejo. I write in support of keeping the Richmond-San Rafael Bicycle path always open 24/7. I use this path, mostly recreationally, to commute between the East Bay and Marin several times a month, including weekdays. As there are no other viable bicycle or pedestrian crossings over the Bay, I believe it is in the public's best interest to keep the path accessible to non-motorized transit. There already exist several automobile crossings, and I believe we should be looking to prioritize non-car travel in the Bay Area. The RSR Bridge path always is an asset to the Bay Area, and should be kept. I

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

Feedback with fellow decision-makers as appropriate. Thanks for listening,
Respectfully submitted,
Concerned citizen, San Rafael
Ron McRobbie

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

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

¹⁰ Why is MTC pursuing very controversial "bike lane/commute lane" changes with San Francisco Bay Conservation and Development Commission "before" (emphasis added) a report on the multi-use lane trial could be finalized?

"The latest collective proposal to "Reduce bike and pedestrian access to the bike lane to 3 days" would appear to be politically driven and requires a costly movable barrier operation. It falls far short of an effective and responsible decision benefitting the environment, and mitigating existing negative impacts to the overwhelming huge majority of bridge users, i.e. East Bay folks commuting to Marin.

"Per MTC's John Goodwin the contemplated 4/3day sharing plan "creates a shoulder where drivers can pull off after collisions or breakdowns". Does this imply that the 3rd lane cannot be used for vehicular commute traffic? Does MTC think that a shoulder for safety is only required 4 days per week, and not 7 days?? Isn't emergency response efficiency essential 7 days per week??

"Per article MTC, **Marin County Bicycle Coalition (MBC)**, and **Bike East Bay** agreed that "initial reports also indicate the lane hasn't intensified vehicle traffic". (This statement is eyebrow raising and is contrary to all visual observations. Smoke, mirrors & politics...begs honesty & close review of future contracting.) Any person who has ever experienced the converging of heavy westbound traffic from multiple lanes just beyond the toll booths into the now existing 2 lanes, absolutely knows that THE BIKE LANE DOES INTENSIFY TRAFFIC! WEEKDAYS AND WEEKENDS!!

"The traffic snarl triggered by Richmond Bridge bike lane is a 2 day week issue resulting in numerous lost person-hours, wasted gasoline and negative environmental impacts to Point Richmond and vicinity. The visual disparity of miles of bumper-to-bumper west-bound commuter vehicle traffic vs. a typical handful of bikers using the bike lane across the bridge begs a responsible (emphasis added) leadership response, and intelligent use of our bucks. This bridge use and negative impact disparity will not change as a result of MTC's 4/3 day sharing proposal.

"Any proposal requiring a "movable barrier" has obvious negative and costly implications and begs many questions. Additional "new costs" potentially include vehicular equipment to move the barrier, and associated labor, maintenance costs. It will be time-consuming to move 5 miles of barrier. The operation of moving the barrier could potentially reduce west bound traffic to a single lane, while further compromising safety.

"Throwing more taxpayer bucks in support of an obvious numbers disparity, favoring the sparse number of cyclists vs the needs of thousands of Contra Costa and other East Bay County commuter interests seeking cost and time effective access to Marin County, makes no sense. A movable barrier will not change this disparity in needs. Yes, cycling is healthy, but that shouldn't drive irresponsible decisions.

"Who benefits from further studies, when the disproportionate negative impacts of the bike path are so apparent?? Who makes money on further studies, and who benefits.....certainly not the East Bay folks seeking access to Marin County!! Perhaps an audit or flood light needs to shine on this!

"Bay Area transportation planners should make an immediate decision to remove the barrier ASAP. Any future studies should be based upon where to go from there.

Once again, I thank you Ms Sackett for your willingness to dialogue. Please share this communication with your President, Mr Rodoni, fellow Supervisors, and beyond as appropriate.

Respectfully submitted,

Concerned citizen, San Rafael

Ron McRobbie

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

From: "Sackett, Mary" <Mary.Sackett@MarinCounty.gov>

To: Ron MCRROBBIE <rmcrobbe@comcast.net>

Date: 01/08/2025 5:07 PM PST

Subject: RE: Richmond Bridge Bike Lane

Ron,

Here is a link to the position that the Board of Supervisors has taken on the bike lane. Neither I, nor the Marin County Board of Supervisors, has a vote on the matter. Nonetheless, we have weighed in on the modified plot that I understand that BCDC will be considering. The letter with our position can be found here: <https://www.marincounty.gov/departments/executivebudget-and-priority-setting/legislative-support-and-advocacy/legislative-letters/how-5-support-letter-richmond-san-rafael-bridge-upper-deck-modified-plot>

Best,

Mary

From: RON MCRROBBIE <rmcrobbe@comcast.net>

Sent: Wednesday, January 8, 2025 8:57 AM

To: Sackett, Mary <Mary.Sackett@MarinCounty.gov>

Cc: assemblymember.connolly@outreach.assembly.ca.gov; slopes2@bayareanewsgroup.com; Marin IJ - Dick Spotswood <spotswood@comcast.net>

Subject: Fwd: Richmond Bridge Bike Lane

||

Hello Supervisor Sackett,

I am sharing my 4 December 2024 communication to Assembly Member Damon Connolly regarding very questionable continued political support for the Richmond Bridge Bike Lane. To date, I have not received a response from Connolly. In your newsletters you note that you are a strong bike advocate, as is Damon Connolly. Yes, biking is healthy and wonderful, but biking and Bicycle Coalitions should not drive irresponsible decisions at the expense of taxpayers and the environment. This point is discussed in detail in the email chain below.

Given the disproportionate bike lane negative impacts to East Bay commuters, the Pt Richmond community, and the environment, I solicit your reply and rationale for your/others continued support of the Richmond Bridge Bike Lane.

Respectfully submitted,

Ron McRobbie

San Rafael

CC:

Assembly Member Connolly

Dick Spotswood, Marin IJ

Sierra Lopez, East Bay Times

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

From: RON MCRROBBIE <rmcrobbe@comcast.net>

To: "assemblymember.connolly@outreach.assembly.ca.gov" <assemblymember.connolly@outreach.assembly.ca.gov>

Date: 12/04/2024 6:39 AM PST

Subject: Richmond Bridge Bike Lane

Hello Assemblymember Damon Connolly,

If reported accurately, you and other Marin County elected officials supported a continuation of the Richmond Bridge bike lane beyond the 4 year trial period. Learning this was startling and disappointing for me, given the obvious negative impacts and disparities.

Speculating... "follow the money?" It seems pretty obvious to me that the well-intended bike lane was proven to be a failure via the initial 4 yr pilot project. Honest synthesis and comparison of positives vs. negatives yields "Get rid of the bike lane now" = No Brainer!! Who benefits from further studies, and who makes money? Does this hint of Marin elitism, as opposed to "Let's fix this together"? Are there "Follow the money issues" that need to be addressed?

FYI- I have included my email correspondence below elaborating on Dick Spotswood recent Marin IJ column (link below), as well as my past letters to the Marin IJ and East Bay Times. I hope you value this feedback and that you share the same with your fellow elected Marin County officials that influence Richmond Bridge bike lane decisions. Also, a reply would be kindly appreciated, thank you.

Respectfully submitted,

Ron McRobbie

San Rafael

*****On Nov 17, 2024, at 9:01 AM, RON MCRROBBIE <rmcrobbe@comcast.net> wrote:

Good morning Dick Spotswood,

My highest compliments, your editorial "***Bridge bike-lane plan does not go far enough***" in today's Marin IJ nailed it!

https://enewspaper-marin.com/translate.google/infinitly/article_popover_share.aspx?guid=abb84504b3e74702-ah82-Dv54c2468958&nmfC=desktop&_x_vr_sl=en&_x_vr_l=en&_x_vr_h=enUS

The latest proposal isn't the solution, and I addressed this in my 22 Mar 2024 letters to the Marin IJ and the East Bay Times below, neither of which were published. Each and every time I have driven to the East Bay during the weekday morning commute hours, with me sailing along at the speed limit east bound, I see 2-4 miles of west bound crawling traffic seeking access to Marin via the toll narrowing. And on weekends, I often have visitors from the East Bay, and they encounter a 1/2 mile snarl.

FYI- I am sharing my aforementioned letters to local media... I have addressed some negative impacts of the bike lane beyond those you have mentioned. The burden is borne primarily by those on the East Bay side of the bridge. I was startled to see the support of the Marin elected officials for the latest bike lane proposal, thus continuing bike lane negative environmental impacts, and impacts to East Bay commuters. Does this hint of Marin elitism, as opposed to "Let's fix this together"? Are there "Follow the money issues" that need to be addressed?

Thank you again,

Ron McRobbie

San Rafael, CA

.

On Friday, March 22, 2024 at 12:09:03 PM PDT, RON MCROBBIE <r.mcrobbie@conserv.org> wrote:

Hello Sierra Lopez,

Thank you for your article published both in the East Bay Times and Marin Independent Journal. I have to say that the title of your East Bay Times article is very misleading and doesn't represent very well your well-written story. Headline implies a fix, which is not the case.

<https://www.eastbaytimes.com/2024/03/18/richmond-san-rafael-bridge-pedestrian-lane-may-soon-be-removed-after-four-year-pilot/>

You have my permission to consider and publish my response letter to the Marin IJ in the East Bay Times (see below). In my opinion the MTC and bike coalitions continue to blow smoke, when it serves their purpose (I was more polite in my letter to the editor). Thank you again, the public needs to know the info you have captured!

Respectfully submitted

Ron McRobbie

San Rafael, CA

PS: please acknowledge receipt of my email to you, thx

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

From: RON MCROBBIE <r.mcrobbie@conserv.org>

To: "sierra@marinij.com" <sierra@marinij.com>, "llopez@bayarenewsroom.com" <llopez@bayarenewsroom.com>

Cc: "andiquero@marinij.com" <andiquero@marinij.com>

Date: 03/22/2024 11:22 AM PDT

Subject: Marin IJ article "TRANSPORTATION PLAN 20 Mar 2024

Hello Marin IJ,

Thank you for your continuing coverage of the Richmond Bridge bike path trial project. Reference your 20 Mar 2024 article "TRANSPORTATION PLAN": <https://newspaper.marinij.com/html5header/production/default.aspx?nodeid=8&id=5&id=731-4a24-8a89-cc14b9619637>

I had a strong overall reaction to the reported **Metropolitan Transportation Commission (MTC)** contemplated near-term actions and questionable statements. The following letter to editor is submitted for your consideration:

RICHMOND BRIDGE BIKE LANE QUESTIONABLE PLANS BEING PURSUED

"Why is MTC pursuing very controversial "bike lane/commute lane" changes with **San Francisco Bay Conservation and Development Commission** before a report on the multi-use lane trial could be finalized?

"The latest collective proposal to "Reduce bike and pedestrian access to the bike lane to 3 days" would appear to be politically driven and requires a costly movable barrier. It falls far short of an effective and responsible decision benefitting the environment, and mitigating negative impacts to the overwhelming huge majority of bridge users, i.e. East Bay folks commuting to Marin.

* Per MTC's John Goodwin the contemplated 4/3day sharing plan "creates a shoulder where drivers can pull off after collisions or breakdowns". Does this imply that the 3rd lane cannot be used for vehicular commute traffic? Does MTC think that a shoulder for safety is only required 4 days per week, and not 7 days?"

"Per article MTC, **Marin County Bicycle Coalition (MBC)**, and **Bike East Bay** agreed that "initial reports also indicate the lane hasn't intensified vehicle traffic". (This statement is eyebrow raising and is contrary to all visual observations. Smoke, mirrors & politics...begs honesty & close review of future contracting.)

"The traffic snarl triggered by Richmond Bridge bike lane is a 2 day week issue resulting in numerous lost person-hours, wasted gasoline and negative environmental impacts to Point Richmond and vicinity. The visual disparity of miles of bumper-to-bumper west-bound commuter vehicle traffic vs. a typical handful of bikers using the bike lane across the bridge begs a responsible (emphasis added) leadership response, and intelligent use of our bucks. This bridge use and negative impact disparity will not change as a result of MTC's 4/3-day sharing proposal.

"Any proposal requiring a "movable barrier" has obvious negative and costly implications and begs many questions. Additional "new costs" potentially include vehicular equipment to move the barrier, and associated labor, maintenance costs. It will be time-consuming to move 5 miles of barrier. The operation of moving the barrier could potentially reduce west bound traffic to a single lane, while further compromising safety.

"Throwing more taxpayer bucks in support of an obvious numbers disparity, favoring the sparse number of cyclists vs the needs of thousands of Contra Costa and other East Bay County commuter interests seeking cost and time effective access to Marin County, makes no sense. A movable barrier will not change this disparity in needs. Yes, cycling is healthy, but that shouldn't drive irresponsible decisions.

"Bay Area transportation planners should make an immediate decision to remove the barrier ASAP. Any future studies should be based upon where to go from there.

Ron McRobbie

San Rafael, CA

Email Disclaimer: <https://www.marincounty.gov/privacy-policy>



RE: Public Comment - 1/16/25 Commission Meeting - Item 8 g

From Amezcua, Reyna@BCDC <reyna.amezcua@bcdca.gov>

Date Wed 1/22/2025 8:45 AM

To Sean Ardley <sean.ardley@gmail.com>

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk g
 San Francisco Bay Conservation and Development Commission Bay Area Metro Center g
 375 Beale St., Suite 510
 San Francisco, CA 94105g
info@bcdca.gov | www.bcdca.gov g
 Main Office Number: (415) 352-3600 g



From: Sean Ardley <sean.ardley@gmail.com> g

Sent: Tuesday, January 21, 2025 7:05 PM

To: BCDC PublicComment <publiccomment@bcdca.gov> g

Subject: Public Comment - 1/16/25 Commission Meeting - Item 8

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

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

The San Rafael Bridge bike way is truly a pleasure to use and is invaluable even just as a reliable route option for recreational rides 24/7. Closing the bike way at some times may lead to eventually closing the bike way at other times. For those of us that do truly long, mullet-hundred-miles-at-a-time rides, that's an awful thought. I cannot tell you how frustrating it is to go 100+ hundred miles into a ride, utterly exhausted, and attempt to use the Cal-Park Hill tunnel between San Rafael and Larkspur, only to find it closed and a twenty minute detour with a very steep hill suddenly added to your route. The detour around the San Rafael bridge adds seven hours. I could probably opt to sleep in a cardboard dumpster. Please keep the bridge reliable for bikes. g

Thank you, g

Sean Ardley g

sean.ardley@gmail.com

(831) 419-8956 c g

g

From: Reception@BCDC
To: [RON MCROBBIE](#)
Subject: RE: Richmond Bridge Bike Lane- Smoke and Mirrors
Date: Wednesday, January 22, 2025 8:36:45 AM
Attachments: [image001.png](#)

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center
375 Beale St., Suite 510

San Francisco, CA 94105

info@bcdc.ca.gov | www.bcdc.ca.gov

Main Office Number: (415) 352-3600



From: RON MCROBBIE <r.mcrobbie@comcast.net>
Sent: Wednesday, January 22, 2025 8:01 AM
To: opinion@marinij.com
Cc: spotswood@comcast.net; arodriguez@marinij.com; slopez@bayareanewsgroup.com; Reception@BCDC <reception@bcdc.ca.gov>; BCDC PublicComment <publiccomment@bcdc.ca.gov>; mary.sackett@marincounty.gov; assemblymember.connolly@outreach.assembly.ca.gov; sustainablesanrafael@sustainablemarin.org
Subject: Richmond Bridge Bike Lane- Smoke and Mirrors

You don't often get email from r.mcrobbie@comcast.net. [Learn why this is important](#)

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

Hello Marin IJ and Bay Area News Group,
Kindly consider the item below for your Letters to Editor/Opinion Section.

Thank you,
Ron McRobbie
San Rafael, CA

Richmond Bridge Bike Lane- Smoke and Mirrors
Sharing my feedback to Bay Conservation and Development

Hello BCDC Representatives,

While I appreciate BCDC's making it's January 16, 2025 Commission Meeting (to

address the Richmond-San Rafael Bridge Bike Lane trial period proposed extension) available to the public via Live Webcast, I was very disheartened having watched the same. I am submitting the following feedback in hopes that collective leadership “gets it right” this time, disapproves a further 2 year study to “collect more data” when the obvious solution is staring you in the eyes, and is unmistakably visible to the public.....

Solution = Eliminate the bike lane now, free up the 3rd lane providing essential safety responder access efficiency, reducing westbound driving time, mitigating negative environmental impacts due to carbon emissions from stacked up traffic, reducing countless lost person-hours, cutting through politics, and restoring BCDC’s (and other agencies) credibility with the public.

Feedback 16 Jan 2025 meeting:

*While BAY PLAN TRANSPORTATION POLICIES to provide bike access to shorelines are admirable, application of this policy in the case of the Richmond Bridge bike lane is “contrary to CA’s state leadership in mitigating negative impacts to environment”. The latter should supersede.

*Proportionately very little discussion was focused on the negative environmental impacts caused by the bike lane- THIS IS THE ELEPHANT IN THE LIVING ROOM THAT BIKE LANE PROPONENTS MINIMIZE OR IGNORE (carbon emissions from stacked up westbound traffic, lost person hours, compromised emergency response ability, personal stress and possible health impacts to Point Richmond vicinity, and more.

*Data collectors are too deep in the forest to see the trees. They claim to need collect more “future incident data” during an extended 18 month bike lane trial period. AND THEY EXCLUDE FLAT TIRES AND RUNNING OUT OF GAS AS INCIDENTS (these create impacts). AND THEY INDICATE PROBLEMS WITH THE QUALITY OF DATA THEY HAVE COLLECTED FROM VARIOUS SOURCES. AND THE MODELLING INDICATES ONLY 5 MINUTES OF LOST WESTBOUND COMMUTER TIME, WHICH ANY WESTBOUND COMMUTER KNOWS IS BUNK! (Can be 20-25 minutes even without an incident during heavy traffic times). **The bridge use and negative impacts disparity due to the bike lane will not change as a result of extending the trial period via MTC’s 4/3 day sharing proposal.** Visual observation of the bike lane negative impacts (as well as public feedback on same included in your agenda) is sufficient to eliminate the bike lane asap. COMPROMISING EMERGENCY RESPONSE EFFICIENCY AND PUBLIC SAFETY FOR 2 MORE YEARS FOR THE PURPOSE OF COLLECTING MOE DATA WOULD APPEAR TO BE IRRESPONSIBLE LEADERSHIP TO THIS INDIVIDUAL.

*In this day and age of global warming and climate change, and the extreme need to take action to prevent or minimize carbon emissions into the environment, extending this bike lane trial project two more years for data collection, thereby exacerbating environmental conditions and adding to the carbon pollution is very short sighted, and reflects a political bias towards bike advocates.

Once again, I do appreciate your making the BCDC meeting available to the public. I truly hope that you value my feedback, and make collective decisions that best serve the environment, the health and safety of the general public. Yes, biking is wonderful, but it shouldn't drive irresponsible, short-sighted decisions. Please kindly share this feedback with fellow decision-makers as appropriate. Thanks for listening,

Respectfully submitted,
Concerned citizen, San Rafael
Ron McRobbie



Outlook w

RE: Richmond-San Rafael Bike Lane

From Reception@BCDC <reception@bcdca.gov>**Date** Thu 1/23/2025 9:58 AM**To** Corry Kelly <corrykelly@yahoo.com>

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center

375 Beale St., Suite 510

San Francisco, CA 94105

info@bcdca.gov | www.bcdca.gov

Main Office Number: (415) 352-3600



From: Corry Kelly <corrykelly@yahoo.com>**Sent:** Thursday, January 23, 2025 7:47 AM**To:** Reception@BCDC <reception@bcdca.gov>**Subject:** Richmond-San Rafael Bike LaneYou don't o t n t mil ro corrykelly@yahoo.com. [Learn why this is important w](#)**WARNING:** This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.**Commissioners,**

This says it all: "The path averages about 140 bicycle trips a day on weekdays and 360 trips a day on weekends, according to MTC. By comparison, the bridge serves around 35,000 drivers a day."

Is that 35,000 people a day or 35,000 cars a day and quite a few more people? And besides, are the people on the bikes really trying to get to work on time in wind, rain, hail and heat? I doubt it. It ridiculous that so few can cause the mess the traffic is in - the lost hours, the idling cars and pollution from it, the stress of trying to get to work, and most of all, the tolls to do so

for the driver only. It's time to get rid of that stupid bike lane. At the other reaction has been noted - the breakdown, emergency vehicle, etc. Let the cyclist take a minute to get across, then they can ride to the moon if they want. No problem.

Sorry Key C
Berkeley
commuter



RE: Richmond-San Rafael Bridge Multiuse Path (March 6 meeting) @

From Amezcua, Reyna@BCDC <reyna.amezcua@bcdca.gov>

Date Tue 1/28/2025 8:56 AM

To Steve Benker-Ritchey <stevejritchey@gmail.com>

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk @

San Francisco Bay Conservation and Development Commission Bay Area Metro Center

375 Beale St., Suite 510

San Francisco, CA 94105

info@bcdca.gov | www.bcdca.gov

Main Office Number: (415) 352-3600



From: Steve Benker-Ritchey <stevejritchey@gmail.com>

Sent: Saturday, January 25, 2025 2:12 PM

To: BCDC PublicComment <publiccomment@bcdca.gov>

Subject: Richmond-San Rafael Bridge Multiuse Path (March 6 meeting)

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

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

ello,

Please continue to allow 24/7 bicycle and pedestrian access to the Richmond-San Rafael Bridge. I use the bicycle and pedestrian lane regularly both to commute to my job in San Francisco and for recreation and exercise. The path is both the only way to bike to San Francisco and Marin from the East Bay and a consistent source of joy for myself and others that use it. Limiting access to the bridge would have a negative impact on the health and well being of all of those who use it.

Reducing access to the path would also be a step backwards for sustainability and environmental protection. We should be encouraging people to be less reliant on driving and encouraging more environmentally friendly options like cycling and public transportation. @

If reducing traffic congestion is the primary reason for opposing continued 24/7 bicycle and pedestrian access to the Richmond-San Rafael Bridge, the Metropolitan Transportation Commission should seek other more sustainable and broadly beneficial options like working to develop better public transportation options and advocating for more affordable housing in Marin County.

3 T , 10:33

RE: Richmo d-Sa Rafael Bridge l i se Pa h (March 6 mee i g) - Plese, lyssa@BCDC - Ou look

Please mai i 7 bicycl a d pedes ria access o he Richmo d-Sa Rafael Bridge,
red ci g access is a regressive, shor -sigh ed a d i effec ive sol io o much larger problems

ha k you,
S eve Be ker-Ri chey
986T h S re
Oakla d, CA 9 T608

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Jack Lieberman](#)
Subject: RE: Bicycle lane on Richmond bridge
Date: Tuesday, January 28, 2025 8:57:17 AM
Attachments: [image001.png](#)

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center
375 Beale St., Suite 510

San Francisco, CA 94105

info@bcdc.ca.gov | www.bcdc.ca.gov

Main Office Number: (415) 352-3600



From: Jack Lieberman <jack94960@outlook.com>
Sent: Sunday, January 26, 2025 12:53 PM
To: BCDC PublicComment <publiccomment@bcdc.ca.gov>
Subject: Bicycle lane on Richmond bridge

Some people who received this message don't often get email from jack94960@outlook.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.

It was a gross mistake to remove a westbound lane on the Richmond bridge and use it for bicycles. Miles of cars going West spew out greenhouse exhaust while a few bicycles use the blocked off lane. Absurd. The bicycle lobby is obnoxiously vocal while their members and other bicyclists flout almost all traffic laws. When bicyclists start to obey even a fraction of traffic laws I will pay attention to their howls for special treatment. Please limit or better yet REMOVE the dedicated lane on the Richmond bridge and allow the vast majority of people to use it.

Jack Lieberman
San Anselmo



RE: ENOUGH IS ENOUGH--Richmond Bridge m

From Reception@BCDC <reception@bcdcc.ca.gov>
Date Tue 1/28/2025 8:51 AM
To gktjchristie@aol.com <gktjchristie@aol.com>

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk m
 San Francisco Bay Conservation and Development Commission Bay Area Metro Center
 375 Beale St., Suite 510
 San Francisco, CA 94105m
info@bcdcc.ca.gov | www.bcdcc.ca.gov
 Main Office Number: (415) 352-3600



From: gktjchristie@aol.com <gktjchristie@aol.com>
Sent: Tuesday, January 28, 2025 7:49 AM
To: Reception@BCDC <reception@bcdcc.ca.gov>
Subject: ENOUGH IS ENOUGH--Richmond Bridge

You don't o t n t il ro gktjchristie@aol.com. [Learn why this is i rtant](#)

WARNING: This message is from an e ternal source. erify the sender and e rcise caution hen clicking links or opening a achments.

Good mornin Rocket Scientists, today there is another stall on the Richmond Bridge. Yesterday an accident.

need to et across to someone ith Common Sense at this point. m

f a vehicle breaks do n on the Bridge, the traffic is fried.....

This is the orst have seen. am a reverse commuter. Once et to oint Richmond, there are cars makin ille al u-turns and turnin in front of cars tryin to make a left turn at the Chevron Refinery.....

Our small business pays an avera e of 6000 a month to cross the bridges and the tolls for 3 axle just ent up to 18.

We DON'T have the time or money to be sittin on the bridge.

Also, just so you kno , came across an older oman at dusk one evenin ho had just m broken do n headin est bound.

It dawned on t at

1. S e c uldn't pull ver anyw ere SAFE
2. UNLESS s e scaled t e c ncrete arrier
3. WHERE are t e call xes????

ENOUGH IS ENOUGH

K. N lte

b



Outlook m

RE: Richmond-San Rafael Bridge Multiuse Path (March 6 meeting) m**From** Amezcua, Reyna@BCDC <reyna.amezcua@bcdca.gov>**Date** Tue 1/28/2025 11:32 AM**To** Renée Lepreau <renee.lepreau@gmail.com>

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center

375 Beale St., Suite 510

San Francisco, CA 94105

info@bcdca.gov | www.bcdca.gov

Main Office Number: (415) 352-3600

**From:** Renée Lepreau <renee.lepreau@gmail.com> m**Sent:** Tuesday, January 28, 2025 11:21 AM**To:** BCDC PublicComment <publiccomment@bcdca.gov>**Subject:** Richmond-San Rafael Bridge Multiuse Path (March 6 meeting)

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

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

I am writing in support of maintaining continuous (24/7) bicycle access to the Richmond bridge. I am shocked that in 2025, the BCDC would consider moving towards fewer alternatives to cars, not more. As the fires burn in Southern California, we are reminded that climate crisis demands urgent and swift action to reduce fossil fuel usage, which will necessarily include a reduction in private vehicle use.

Yes, the bridge's bicycle lane can and should have more users. This will happen as bicycling becomes a safer and more pleasant option through increased infrastructure and connector paths throughout the Bay, not through dismantling critical components of the system. It takes time for culture and people to switch modes of transit as new options and improvements are built and remain viable.

My partner currently uses the bridge to commute from Oakland to San Francisco, as there is no way to bicycle directly between Oakland and SF without passing over the Richmond bridge. The increasing availability and reliability of electric bicycles makes it more attractive as an option for me, not as strong as a cyclist, and I plan to buy one soon. I'm sure there are many more people like me who will transition to electric bicycles and therefore increase our range of what feels commutable.

As any plann s ld kn w in 2025, acc mmodating p s nal ca s at t xp ns f p blic
t ansp tati n and bik and p d st ian acc ss is a l s 's game, and will nd in v -inc asing
t affic c ng sti n, ising t mp at s, and s v and d adly w at v nts What sid f
ist y d y want t b n?

Ma in and its sid nts s ld f c s its n gy n w lc ming and s pp ting mo p blic
t ansp tati n and aff dabl sing

Sinc ly,
R n L p a .



Richmond Bridge bike lane needs to be removed BB

From: Ron McRobbie <r.mcrobbie@comcast.net>

Date: Thursday, 1/30/2025 7:15 AM

To: 'rodriguez@marinij.com' <arodriguez@marinij.com>; slopez@bayareanewsgroup.com <slopez@bayareanewsgroup.com>

Cc: 'allen@marinij.com' <dallen@marinij.com>; Assemblymember.Connolly@outreach.assembly.ca.gov <Assemblymember.Connolly@outreach.assembly.ca.gov>; spotswood@comcast.net <spotswood@comcast.net>; Mary.Sackett@MarinCounty.gov <Mary.Sackett@MarinCounty.gov>; Amezcua, Reyna@ CDC <reyn.amezcua@bcd.ca.gov>; Pan, Katharine@ CDC <katharine.pan@bcd.ca.gov>; Reception@ CDC <reception@bcd.ca.gov>; CDC PublicComment <publiccomment@bcd.ca.gov>; rhalstead@marinij.com <rhalstead@marinij.com>; sustainableanrafael@sustainablemarin.org <sustainableanrafael@sustainablemarin.org>; whouston@marinij.com <whouston@marinij.com>

You don't often get email from r.mcrobbie@comcast.net. [Learn why this is important.](#)

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

Good morning East Bay News Group Representatives,

I am sharing an opinion published in this morning's Marin Independent Journal **"Richmond Bridge bike lane needs to be removed"**. Perhaps you might consider publishing this same opinion in the East Bay Times, as East Bay folks (commuters to Marin County) bear the burden of primary negative impacts due to the Richmond Bridge bike lane.

Thanks in advance for your consideration,

Ron McRobbie

San Rafael, CA

Email = r.mcrobbie@comcast.net

https://enewspaper.marinij.com/html5/reader/production/default.aspx?pubname=&edid=ae2105b0-4cfb-4c65-ae4a-b7746612dfc4c&utm_email=05_252_44_42_7572_4_7&utm_source=blistra&utm_medium=email&utm_term=https_a%2f%2fedition.pagesuite.com%2flaunch.aspx_feid_dae2105b0-4cfb-4c65-ae4a-b7746612dfc4c&utm_campaign=bang-marin_independent_journal-eNotify-nl&utm_content=eNotify

Richmond Bridge bike lane needs to be removed BB

B

Extending the Richmond-San Rafael Bridge bike lane pilot project two more years beyond the four-year pilot project "to collect more data" is a waste of taxpayer money ("Richmond-San Rafael Bridge managers make arguments for modified path, Jan. 19").

So extends very visible, negative environmental and safety impacts caused by the bike lane. While the Bay Trail Plan to provide bike access to shorelines is an admirable application of

this poli i this se viol tes st te ma d tes to mitig te eg tive imp ts to the e viro me t.

At the J . 16 B Co serv tio d Developme t Commissio meeti g ver little dis ussio w s fo used o the eg tive e viro me t l imp ts used b the bi e l e. Bi e-l e propo e ts eed to ou t for rbo emissio s from st ed westbou d tr ffi ever d “lost” wor er hours sittin g i tr ffi ompromised emerge respo se bilit d perso l stress s well s possible he lth imp ts to the Poi t Ri hmo d ommu it .

I thi the proposed sh re pl ompromises emerge respo ders’ effi ie whi h should be ever d esse ti l publi s fet eed. Additio ll the mov ble b rrier pl requires vehi ul r equipme t l bor ma te e d sweepi g osts is time- o sumi g d li el redu es westbou d tr ffi to si gle l e.

Neither the sm all umber of lists usi g the l e or the umerous eg tive imp ts o vehi le tr ffi will h ge with further stud . Yes bi i g is wo derful but bi i g should ot drive irrespo sible shortsighted de isio s. Our ele ted le ders seem to refle t disproportio te politi l bi s tow rd bi e dvo tes while disreg rdi g the imp ts of lim de h ge.

Perh ps existi g bi e l e o tr ts eed to be udited. Ho est s thesis of the positive d eg tive tr de-offs le d to le r de isio : Remove the existi g bi e l e b rrier ASAP. A future studies should be b sed upo where to go from there.

— *Ron McRobbie, San Rafael*
k

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Jeremiah Maller](mailto:Jeremiah.Maller)
Subject: RE: Don't Close the RSR Bridge Bike/Ped Path on weekdays - Keep it open 7 days/wk!!!
Date: Tuesday, February 4, 2025 10:01:02 AM
Attachments: [image001.png](#)

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center
375 Beale St., Suite 510

San Francisco, CA 94105

info@bcdc.ca.gov | www.bcdc.ca.gov

Main Office Number: (415) 352-3600



From: Jeremiah Maller <rjmaller@gmail.com>
Sent: Monday, February 3, 2025 7:36 PM
To: BCDC PublicComment <publiccomment@bcdc.ca.gov>
Subject: Don't Close the RSR Bridge Bike/Ped Path on weekdays - Keep it open 7 days/wk!!!

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

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

Dear BCDC Commissioners,

I urge you to keep the Richmond-San Rafael Bridge pedestrian and bicycle path on the top deck open permanently, 7 days per week.

Converting the path into a vehicle breakdown lane on weekdays will not alleviate congestion; it will worsen it. Decades of research, including findings on induced demand, show that adding lanes encourages more driving, leading to increased traffic and air pollution rather than reducing it. Closing this vital connection for cyclists and pedestrians would undermine the Bay Area's efforts to promote sustainable transportation and reduce carbon emissions.

As an Oakland resident, I ride across the RSR Bridge at least ten times a year, often more. This path is an essential part of making the Bay Area's transportation system more accessible, safe, and climate-friendly. Removing it would be a step backward in our commitment to a

greener, healthier future.

I urge you to prioritize long-term environmental and mobility benefits over short-term traffic concerns by keeping the bike and pedestrian path open. More evidence supporting this can be found here:

<https://sf.streetsblog.org/2023/10/03/rsr-bridge-pilot-coming-to-an-end-whats-next>.

Thank you for your time and consideration.

Sincerely,

Jeremiah Maller

Jeremiah Maller

<https://www.linkedin.com/in/maller/>

☐ I'm using [Inbox When Ready](#) to protect my focus.



RE: January Newsletter Recap from Assemblymember Connolly - Alyssa Rose

From: Reyna Amezcua, Reyna@BCDC <reyna.amezcua@bcdca.gov>

Date: Wed 2/5/2025 3:31 PM

To: RON MCROBBIE <r.mcrobbie@comcast.net>

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center

375 Beale St., Suite 510

San Francisco, CA 94105

info@bcdca.gov | www.bcdca.gov

Main Office Number: (415) 352-3600



From: RON MCROBBIE <r.mcrobbie@comcast.net>

Sent: Wednesday, February 5, 2025 1:05 PM

To: assemblymember.connolly@outreach.assembly.ca.gov

Cc: spotswood@comcast.net; dallen@marinij.com; mary.sackett@marincounty.gov; arodriguez@marinij.com; BCDC PublicComment <publiccomment@bcdca.gov>

Subject: Fwd: January Newsletter Recap from Assemblymember Connolly

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

Hello Assemblymember Connolly,

Per your newsletter below, you pride yourself with personal values/committee work related to protection of the environment, stewardship of natural resources, being proactive on climate change issues, and being responsive to your constituents.

The above positives would seem to be in conflict with your supporting "extending the Richmond ridge bike lane pilot study two more years". Although we have already provided you with a courtesy copy of the published opinion below, we feel compelled to request you to give additional thought on your position to extend the pilot study.

www.marinij.com/ml5_ad_education_d_faul_a_x?wubnam=did=a5b4cfb4c65a4a77466wdfc4cwum_mai=5F59E944DB4875704AF7C_u_m_ouAwAli_ak_u_m_wdiu_m=mai_u_m=%3a%2f%2f_wdiuion.ag_Auiw.com%flauAc.aAx%3f_id%3daA_5

2/4 *R*



DAMON CONNOLLY
Assemblymember, District 12

v



January Newsletter Recap

Dear Friends,

As we move through the winter months, I want to take a moment to share the latest updates from the State Capitol and our work here in Marin and Sonoma Counties. Whether it's new legislation, funding opportunities, or community events, my goal is to ensure you have the information and resources that matter most.

In this issue, you'll find updates on the recent decision by Sonoma State University to cut programs and faculty, my newly announced committee assignments, and details on my latest bill, AB 258, which seeks to increase funding for California's fairgrounds.

Additionally, I'll share highlights from the recent wildfire special session, local resources available to our community, and recognition of our environmental advocacy efforts. I also had the opportunity to attend impactful community events across AD12-be sure to check out the recap!

[Read Newsletter](#)

As always, y e s here t help-please d n't hes tate t rea h ut we an be serv e.

S n erely,

Damon

Da n C nn lly
As Se C ly b er, D str C12



C

apitol Office:

P.O. Box 942849
Sacramento, CA
94249-0012
Tel: (916) 319-2012
Fax: (916) 319-2112

San Rafael:

County of Marin Civic Center Building
3501 Civic Center Drive, Room 412
San Rafael, CA 94903
Tel: (415) 479-4920
Fax: (415) 479-2123

Petaluma:

Petaluma City Hall
11 English Street
Petaluma, CA 94952
Tel: (707) 576-2631
Fax: (707) 576-2735

Santa Rosa: C

Rattigan State Building
50 D Street, Suite 301
Santa Rosa, CA 95404 C
Tel: (707) 576-2631
Fax: (707) 576-2735

© 2025 Cal Cn a State Asse ly b C

Cl k here t [unsubs r be r](#) [update y ur e l add](#)ess.



RE: Public Comment - 3/6/25 Commission Meeting - RSR Bridge Bike Path m

From Reception@BCDC <reception@bcdc.ca.gov>

Date Wed 2/12/2025 3:34 PM

To gladstone@gmail.com <ggladstone@gmail.com>

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk
San Francisco Bay Conservation and Development Commission Bay Area Metro Center
375 Beale St., Suite 510
San Francisco, CA 94105
info@bcdc.ca.gov | www.bcdc.ca.gov m
Main Office Number: (415) 352-3600 m



a

From: Gordon Gladstone <ggladstone@gmail.com> m

Sent: Wednesday, February 12, 2025 3:29 PM

To: BCDC PublicComment <publiccomment@bcdc.ca.gov>

m p

Subject: Public Comment 3 25 Commission Mee n Brid mBi e Pat

Some people w o e e ed t s message don't often get ema l f om ggladstone@gmail.com. [Learn why this is i ortant](#)

ARNING: T is messa e is from an e ternal source erify t e sender and e rcise cau on en clic in lin s or o enin m
attac ments m

Commissioners, m

I urge the commission to preserve the 24/7 access to the Richmond-San Rafael bridge bike m path. As a Richmond resident and Marin worker I use the bike path several times a week to m commute to the office. My schedule varies and having the knowledge that the path is accessible m and safe makes my commute safer, more reliable and allows me to balance work and life. m

The suggested solution of having a bike shuttle will ultimately discourage people from cycling or m scooting to work/home/school. Having to wait, not knowing if there is room in the shuttle and m being hostage to the vagaries of traffic are the very things that a bike commuter is hoping to m avoid when they mount their bikes. It will extend commute times, and likely have extensive m unaccounted for costs for all involved. m

This is the only bay crossing for bikes between Carquinez and Palo Alto. Losing it would be an m unforced error and erode the progress made in encouraging alternative transportation. m

Thank you, m

From: [Joe Cerri \(joe_cerri@yahoo.com\) Sent You a Personal Message](#)
To: [Marie Gilmore](#)
Subject: Save the Richmond San Rafael Bridge Bike Lane!
Date: Friday, February 14, 2025 2:09:16 PM

Dear Marie Gilmore,

Dear San Francisco Bay Conservation and Development Commission Members,

I am writing to strongly urge you to reject the request from the Metropolitan Transportation Commission and Caltrans to close the Richmond-San Rafael Bridge Trail Monday through Thursday to convert it into a car breakdown shoulder.

Since its opening in 2019, this trail has become an essential part of the Bay Area's transportation network, with over 377,000 trips made by cyclists, pedestrians, and individuals using mobility devices. The data shows that the trail has not contributed to increased car congestion and, in fact, has improved traffic conditions.

Closing this pathway would undermine efforts to promote sustainable, equitable transportation and would go against regional and state climate goals. Instead of closing the trail, we should focus on expanding transit options and addressing the root causes of congestion.

I urge you to keep the trail open 24/7 and continue supporting safe, equitable mobility for all.

Thank you for your consideration.

Sincerely,

Joe Cerri
1240 Lawrence St
El Cerrito, CA 94530
joe_cerri@yahoo.com
(415) 244-8276

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: [Biren Patel \(biren13@yahoo.com\) Sent You a Personal Message](#)
To: [Marie Gilmore](#)
Subject: Save the Richmond San Rafael Bridge Bike Lane!
Date: Sunday, February 16, 2025 8:25:34 AM

Dear Marie Gilmore,

I ride my bike on this bridge and would like to continue to do so!

Dear San Francisco Bay Conservation and Development Commission Members,

I am writing to strongly urge you to reject the request from the Metropolitan Transportation Commission and Caltrans to close the Richmond-San Rafael Bridge Trail Monday through Thursday to convert it into a car breakdown shoulder.

Since its opening in 2019, this trail has become an essential part of the Bay Area's transportation network, with over 377,000 trips made by cyclists, pedestrians, and individuals using mobility devices. The data shows that the trail has not contributed to increased car congestion and, in fact, has improved traffic conditions.

Closing this pathway would undermine efforts to promote sustainable, equitable transportation and would go against regional and state climate goals. Instead of closing the trail, we should focus on expanding transit options and addressing the root causes of congestion.

I urge you to keep the trail open 24/7 and continue supporting safe, equitable mobility for all.

Thank you for your consideration.

Sincerely,

Biren Patel
5571 Thayer Ln
San Ramon, CA 94582
biren13@yahoo.com
(650) 507-5518

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: [Carrie Austin \(carriearustin123@gmail.com\)](mailto:carriearustin123@gmail.com) Sent You a Personal Message
To: [Marie Gilmore](#)
Subject: Save the Richmond San Rafael Bridge Bike Lane!
Date: Sunday, February 16, 2025 8:13:51 AM

Dear Marie Gilmore,

I am an avid cyclist and environmental engineer. I urge you to maintain the Bay Trail and RSR Bridge bike connection both to support non-fossil fuel weekday commuters and recreation. Supporting bike commuters is necessary to get more people to bike rather than drive to work.

Dear San Francisco Bay Conservation and Development Commission Members,

I am writing to strongly urge you to reject the request from the Metropolitan Transportation Commission and Caltrans to close the Richmond-San Rafael Bridge Trail Monday through Thursday to convert it into a car breakdown shoulder.

Since its opening in 2019, this trail has become an essential part of the Bay Area's transportation network, with over 377,000 trips made by cyclists, pedestrians, and individuals using mobility devices. The data shows that the trail has not contributed to increased car congestion and, in fact, has improved traffic conditions.

Closing this pathway would undermine efforts to promote sustainable, equitable transportation and would go against regional and state climate goals. Instead of closing the trail, we should focus on expanding transit options and addressing the root causes of congestion.

I urge you to keep the trail open 24/7 and continue supporting safe, equitable mobility for all.

Thank you for your consideration.

Sincerely,

Carrie Austin
1111 El Centro Ave
Oakland, CA 94602
carriearustin123@gmail.com
(510) 967-1163

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: [Ameyna_Serna@CCC](#)
To: [Shane.Guy](#)
Subject: RE: 62/16/2025 Item 8 San Rafael Bridge
Date: Thursday, January 16, 2025 1:34:18 PM

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk
San Francisco Bay Conservation and Development Commission Bay Area Metro Center

375 Beale St., Suite 510
San Francisco, CA 94105

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

From: Sharon Gray <sharongray1@comcast.net>
Sent: Thursday, January 16, 2025 10:36 AM

To: BCCDC PublicComment <publiccomment@bccdc.ca>

Subject: 02/16/2025 Item 8 San Rafael Bridge.

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

Understand Bike lanes.

I am a frequent user of the bridge & see commute traffic gridlock getting onto the bridge is a constant problem backing up both ways daily. When there's an accident, the problem is monumental.

As I wait in traffic getting onto the bike lane. Bike use is vastly underrepresented to the thousands of people who commute daily for their necessary income and livelihood.

As I wait in traffic getting onto the bike lane. I see the thousands of people who cannot afford to live in the city and are stuck in traffic in the city. I see the thousands of people who cannot afford to live in the city and are stuck in traffic in the city.

In addition, the weakened traffic getting back and forth across the bridge is a huge problem. On a Sunday, the traffic can often be backed up almost to the Gilman Street, Emeryville exit on the east side of the bridge. Stalling bikes 7 days a week makes sense to me. The bridge was designed for auto transit and should be held used for that and the economic impact... just for a five mile trail for recreational bikers.

Sharon Gray
Mid Valley
415-713-3334
Sharon Gray
415-713-3334

From: [Francisco Grajales \(francisco.daniel.grajales@gmail.com\)](mailto:francisco.daniel.grajales@gmail.com) Sent You a Personal Message
To: [Marie Gilmore](#)
Subject: Save the Richmond San Rafael Bridge Bike Lane!
Date: Monday, February 17, 2025 9:38:50 AM

Dear Marie Gilmore,

Please keep this path open 24/7 in order to serve ALL members of the community, not just those who can afford to drive. We should be doing everything we can to encourage people to travel using modes other than their own personal automobiles.

Dear San Francisco Bay Conservation and Development Commission Members,

I am writing to strongly urge you to reject the request from the Metropolitan Transportation Commission and Caltrans to close the Richmond-San Rafael Bridge Trail Monday through Thursday to convert it into a car breakdown shoulder.

Since its opening in 2019, this trail has become an essential part of the Bay Area's transportation network, with over 377,000 trips made by cyclists, pedestrians, and individuals using mobility devices. The data shows that the trail has not contributed to increased car congestion and, in fact, has improved traffic conditions.

Closing this pathway would undermine efforts to promote sustainable, equitable transportation and would go against regional and state climate goals. Instead of closing the trail, we should focus on expanding transit options and addressing the root causes of congestion.

I urge you to keep the trail open 24/7 and continue supporting safe, equitable mobility for all.

Thank you for your consideration.

Sincerely,

Francisco Grajales
2411 Humboldt Ave
Oakland, CA 94601
francisco.daniel.grajales@gmail.com
(512) 909-5434

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

Plese, Alyssa@BCDC

From: Francisco Grajales (francisco.daniel.grajales@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, February 17, 2025 9:39 AM
To: Marie Gilmore
Subject: Save the Richmond San Rafael Bridge Bike Lane!

Dear Marie Gilmore,

Please keep this path open 24/7 in order to serve ALL members of the community, not just those who can afford to drive. We should be doing everything we can to encourage people to travel using modes other than their own personal automobiles.

Dear San Francisco Bay Conservation and Development Commission Members,

I am writing to strongly urge you to reject the request from the Metropolitan Transportation Commission and Caltrans to close the Richmond-San Rafael Bridge Trail Monday through Thursday to convert it into a car breakdown shoulder.

Since its opening in 2019, this trail has become an essential part of the Bay Area's transportation network, with over 377,000 trips made by cyclists, pedestrians, and individuals using mobility devices. The data shows that the trail has not contributed to increased car congestion and, in fact, has improved traffic conditions.

Closing this pathway would undermine efforts to promote sustainable, equitable transportation and would go against regional and state climate goals. Instead of closing the trail, we should focus on expanding transit options and addressing the root causes of congestion.

I urge you to keep the trail open 24/7 and continue supporting safe, equitable mobility for all.

Thank you for your consideration.

Sincerely,

Francisco Grajales
2411 Humboldt Ave
Oakland, CA 94601
francisco.daniel.grajales@gmail.com
(512) 909-5434

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: Reception@BCDC
To: [LINDA LIPSCOMB](#)
Subject: RE: Bike Lane on San Rafael bridge
Date: Tuesday, February 18, 2025 8:32:02 AM
Attachments: [image001.png](#)

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center
375 Beale St., Suite 510

San Francisco, CA 94105

info@bcdc.ca.gov | www.bcdc.ca.gov

Main Office Number: (415) 352-3600



From: LINDA LIPSCOMB <lindalipscomb@hotmail.com>
Sent: Monday, February 17, 2025 6:51 PM
To: Reception@BCDC <reception@bcdc.ca.gov>
Subject: Bike Lane on San Rafael bridge

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

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

Hi - Regarding the bike lane on the San Rafael Bridge, please note: on the times I have used the Bridge, I never have seen more than a half dozen, (usually only 2 or 3), bike riders in the bike lane when crossing from East Bay to Marin, or the reverse. It's a virtue signaling project, and should not be tolerated, because it's not in the best interests of all of the citizens. You know that. Please restore the "breakdown lane", and take away the bike lane. It's just for the greater good. Best, Linda Lipscomb

[Linda Lipscomb, \(510\) 295-8168](tel:(510)295-8168)

From: [Heath Maddox \(heathmaddox@gmail.com\) Sent You a Personal Message](#)
To: [Marie Gilmore](#)
Subject: Save the Richmond San Rafael Bridge Bike Lane!
Date: Monday, February 24, 2025 1:17:58 PM

Dear Marie Gilmore,

With the recent fires in Los Angeles, we saw people fleeing on foot and abandoning their cars in a traffic jam of evacuees. A dedicated pathway on the bridge insures that there will always be room to walk or bike to safety in a disaster if need be.

Dear San Francisco Bay Conservation and Development Commission Members,

I am writing to strongly urge you to reject the request from the Metropolitan Transportation Commission and Caltrans to close the Richmond-San Rafael Bridge Trail Monday through Thursday to convert it into a car breakdown shoulder.

Since its opening in 2019, this trail has become an essential part of the Bay Area's transportation network, with over 377,000 trips made by cyclists, pedestrians, and individuals using mobility devices. The data shows that the trail has not contributed to increased car congestion and, in fact, has improved traffic conditions.

Closing this pathway would undermine efforts to promote sustainable, equitable transportation and would go against regional and state climate goals. Instead of closing the trail, we should focus on expanding transit options and addressing the root causes of congestion.

I urge you to keep the trail open 24/7 and continue supporting safe, equitable mobility for all.

Thank you for your consideration.

Sincerely,

Heath Maddox
1565 Rose St
Berkeley, CA 94703
heathmaddox@gmail.com
(415) 728-1352

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: [Amesha_Saunders@CDC](#)
To: [Alison_Kay@cdc](#)
Subject: RE: Public Comment - 3/6/25 Meeting
Date: Thursday, February 27, 2025 11:37:25 AM

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk
San Francisco Bay Conservation and Development Commission Bay Area Metro Center
375 Beale St., Suite 510
San Francisco, CA 94105
info@bcd.ca.gov | <https://gcd02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.bcd.ca.gov%2F&data=05%7C02%7Ckatharine.pur%40bc>
Main Office Number: (415) 352-3600

From: Alison Kroshin <akroshin@comcast.net>
Sent: Wednesday, February 26, 2025 12:23 PM
To: BCDC PublicComment <publiccomment@bcdc.ca.gov>

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

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

I am a physician practicing for 34 years.

I have a solo private practice in Lakewood

I use the Richmond San Rafael Bridge bike path to attend medical meetings at hospitals and clinics in the East Bay as well as making home visits to my elderly patients who aren't technologically savvy enough to Zoom with me.

I also use the Richmond Bridge bike path to visit friends and family in the East Bay.

I love the way I can ride from my home office in Lakeside mostly on rails to trails bike paths over the Richmond bridge to that fabulous dedicated bike lane into Point Richmond then through the industrial area of Richmond and the Marina Bay neighborhood to the Bay Trail past Point Isabel all the way through to Emeryville before having to rejoin cars on busy streets.

It is a glorious hour of commuting while I look at 80 clogged with cars and their brake lights.

Curtailling the bridge bike path is a step in the wrong direction for our transportation system.

This would effectively remove four miles of Bay Trail, more than has been built in the last six years combined.

Adding more car capacity to the bridge will not reduce congestion.

There are no other bike/pedestrian crossings of the Bay for at least 20 miles in either direction.

I rode across the Dumbarton Bridge bike lane for the first time last year when I was at a medical meeting with colleagues in Palo Alto and Stanford. I was floored. That bike lane has been there for years. How come Marin only gets to have a bike lane over the Bay for only a few years? What is the difference here between the South Bay getting to bike across the Bay and Marin is going to be limited to recreational biking over the Bay only on the weekends?

I am so sad that I am going to lose the best piece of biking infrastructure that Marin has seen in decades. How do I bike to the East Bay now? Highway 37? Golden Gate Bridge to where? The Bay Bridge only has a bike lane from Oakland to Treasure Island. Only the South Bay gets to cross the Bay by bike?

And with e-bikes, even an older woman like myself (66 years old) can keep commuting by bike, making for a glorious commute and taking care of our poor planet at the same time.

Please please reconsider taking my Richmond San Rafael Bridge bike lane away.

All my best,
Patricia Alison Kreshin MD
42 Orange Avenue
Larkspur, CA 94939
(415) 377-3501

Patricia Alison Kreshin MD
42 Orange Avenue
Larkspur, CA 94939
(415) 377-3501

From: [David Briceno \(davidhbriceno@gmail.com\) Sent You a Personal Message](mailto:davidhbriceno@gmail.com)
To: [Marie Gilmore](#)
Subject: Save the Richmond San Rafael Bridge Bike Lane!
Date: Wednesday, February 26, 2025 2:00:57 PM

Dear Marie Gilmore,

Save the bike path! Support alternative modes of transportation.

Dear San Francisco Bay Conservation and Development Commission Members,

I am writing to strongly urge you to reject the request from the Metropolitan Transportation Commission and Caltrans to close the Richmond-San Rafael Bridge Trail Monday through Thursday to convert it into a car breakdown shoulder.

Since its opening in 2019, this trail has become an essential part of the Bay Area's transportation network, with over 377,000 trips made by cyclists, pedestrians, and individuals using mobility devices. The data shows that the trail has not contributed to increased car congestion and, in fact, has improved traffic conditions.

Closing this pathway would undermine efforts to promote sustainable, equitable transportation and would go against regional and state climate goals. Instead of closing the trail, we should focus on expanding transit options and addressing the root causes of congestion.

I urge you to keep the trail open 24/7 and continue supporting safe, equitable mobility for all.

Thank you for your consideration.

Sincerely,

David Briceno
5219 Locksley Avenue
Oakland, CA 94618
davidhbriceno@gmail.com
(805) 407-8495

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: [caitlin trahan \(rumblestillskins@gmail.com\)](mailto:caitlin.trahan@sierraclub.org) Sent You a Personal Message
To: [Marie Gilmore](#)
Subject: Save the Richmond San Rafael Bridge Bike Lane!
Date: Friday, February 28, 2025 4:36:57 PM

Dear Marie Gilmore,

People have already made the switch to bike commute. It can't grow if it's gone. This is a vital connection for non motorized commuters. We're not prepared to have more traffic in Richmond because people believe there is a third lane. Ride your bike! Walk! It's the best way to move and commute.

Dear San Francisco Bay Conservation and Development Commission Members,

I am writing to strongly urge you to reject the request from the Metropolitan Transportation Commission and Caltrans to close the Richmond-San Rafael Bridge Trail Monday through Thursday to convert it into a car breakdown shoulder.

Since its opening in 2019, this trail has become an essential part of the Bay Area's transportation network, with over 377,000 trips made by cyclists, pedestrians, and individuals using mobility devices. The data shows that the trail has not contributed to increased car congestion and, in fact, has improved traffic conditions.

Closing this pathway would undermine efforts to promote sustainable, equitable transportation and would go against regional and state climate goals. Instead of closing the trail, we should focus on expanding transit options and addressing the root causes of congestion.

I urge you to keep the trail open 24/7 and continue supporting safe, equitable mobility for all.

Thank you for your consideration.

Sincerely,

caitlin trahan
3021 Nevin Ave
Richmond, CA 94804
rumblestillskins@gmail.com
(508) 742-8452

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: [Owen Latham \(latham.pujo@gmail.com\) Sent You a Personal Message](mailto:latham.pujo@gmail.com)
To: [Marie Gilmore](#)
Subject: Save the Richmond San Rafael Bridge Bike Lane!
Date: Monday, March 3, 2025 3:12:05 PM

Dear Marie Gilmore,

I'm a public school teacher that bike commutes from Hercules to Larkspur daily. Without this bike lane, I can no longer commute to my work in an affordable and healthy way. Please keep the bike lane open!

Dear San Francisco Bay Conservation and Development Commission Members,

I am writing to strongly urge you to reject the request from the Metropolitan Transportation Commission and Caltrans to close the Richmond-San Rafael Bridge Trail Monday through Thursday to convert it into a car breakdown shoulder.

Since its opening in 2019, this trail has become an essential part of the Bay Area's transportation network, with over 377,000 trips made by cyclists, pedestrians, and individuals using mobility devices. The data shows that the trail has not contributed to increased car congestion and, in fact, has improved traffic conditions.

Closing this pathway would undermine efforts to promote sustainable, equitable transportation and would go against regional and state climate goals. Instead of closing the trail, we should focus on expanding transit options and addressing the root causes of congestion.

I urge you to keep the trail open 24/7 and continue supporting safe, equitable mobility for all.

Thank you for your consideration.

Sincerely,

Owen Latham
283 Oneil Circle
Hercules, CA 94547
latham.pujo@gmail.com
(341) 231-8963

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: [Jeannette Godbey \(jgodbey@umich.edu\) Sent You a Personal Message](#)
To: [Marie Gilmore](#)
Subject: Save the Richmond San Rafael Bridge Bike Lane!
Date: Tuesday, March 4, 2025 3:16:40 PM

Dear Marie Gilmore,

The bike lane between San Rafael and Richmond allows me to travel between the East Bay and Marin without a car. This is one of the only means to do so.

Dear San Francisco Bay Conservation and Development Commission Members,

I am writing to strongly urge you to reject the request from the Metropolitan Transportation Commission and Caltrans to close the Richmond-San Rafael Bridge Trail Monday through Thursday to convert it into a car breakdown shoulder.

Since its opening in 2019, this trail has become an essential part of the Bay Area's transportation network, with over 377,000 trips made by cyclists, pedestrians, and individuals using mobility devices. The data shows that the trail has not contributed to increased car congestion and, in fact, has improved traffic conditions.

Closing this pathway would undermine efforts to promote sustainable, equitable transportation and would go against regional and state climate goals. Instead of closing the trail, we should focus on expanding transit options and addressing the root causes of congestion.

I urge you to keep the trail open 24/7 and continue supporting safe, equitable mobility for all.

Thank you for your consideration.

Sincerely,

Jeannette Godbey
1275B Ruckman Ave
San Francisco, CA 94129
jgodbey@umich.edu
(415) 994-3583

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: [Colin Moy \(moyboys@comcast.net\)](mailto:moyboys@comcast.net) Sent You a Personal Message
To: [Marie Gilmore](#)
Subject: Save the Richmond San Rafael Bridge Bike Lane!
Date: Wednesday, March 5, 2025 9:50:29 PM

Dear Marie Gilmore,

Cyclist need access to and from both directions for work, exercise, and recreation. Removing cars off the road one by one.

Dear San Francisco Bay Conservation and Development Commission Members,

I am writing to strongly urge you to reject the request from the Metropolitan Transportation Commission and Caltrans to close the Richmond-San Rafael Bridge Trail Monday through Thursday to convert it into a car breakdown shoulder.

Since its opening in 2019, this trail has become an essential part of the Bay Area's transportation network, with over 377,000 trips made by cyclists, pedestrians, and individuals using mobility devices. The data shows that the trail has not contributed to increased car congestion and, in fact, has improved traffic conditions.

Closing this pathway would undermine efforts to promote sustainable, equitable transportation and would go against regional and state climate goals. Instead of closing the trail, we should focus on expanding transit options and addressing the root causes of congestion.

I urge you to keep the trail open 24/7 and continue supporting safe, equitable mobility for all.

Thank you for your consideration.

Sincerely,

Colin Moy
21020 Redwood Rd
Castro Valley, CA 94552
moyboys@comcast.net
(510) 690-7749

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: [Ken Goldman \(ken.goldman@comcast.net\) Sent You a Personal Message](#)
To: [Marie Gilmore](#)
Subject: Save the Richmond San Rafael Bridge Bike Lane!
Date: Wednesday, March 5, 2025 2:55:43 PM

Dear Marie Gilmore,

Please keep the Richmond Bridge bike path open.

Dear San Francisco Bay Conservation and Development Commission Members,

I am writing to strongly urge you to reject the request from the Metropolitan Transportation Commission and Caltrans to close the Richmond-San Rafael Bridge Trail Monday through Thursday to convert it into a car breakdown shoulder.

Since its opening in 2019, this trail has become an essential part of the Bay Area's transportation network, with over 377,000 trips made by cyclists, pedestrians, and individuals using mobility devices. The data shows that the trail has not contributed to increased car congestion and, in fact, has improved traffic conditions.

Closing this pathway would undermine efforts to promote sustainable, equitable transportation and would go against regional and state climate goals. Instead of closing the trail, we should focus on expanding transit options and addressing the root causes of congestion.

I urge you to keep the trail open 24/7 and continue supporting safe, equitable mobility for all.

Thank you for your consideration.

Sincerely,

Ken Goldman
650 Wasatch Drive
Fremont, CA 94536
ken.goldman@comcast.net
(510) 791-1095

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: [Laura Levenberg \(levenberg.laura@gmail.com\)](mailto:levenberg.laura@gmail.com) Sent You a Personal Message
To: [Marie Gilmore](#)
Subject: Save the Richmond San Rafael Bridge Bike Lane!
Date: Wednesday, March 5, 2025 12:48:37 PM

Dear Marie Gilmore,

Please keep the bike lane on the bridge open to allow people to continue commuting via the bridge on bike on weekdays!

Dear San Francisco Bay Conservation and Development Commission Members,

I am writing to strongly urge you to reject the request from the Metropolitan Transportation Commission and Caltrans to close the Richmond-San Rafael Bridge Trail Monday through Thursday to convert it into a car breakdown shoulder.

Since its opening in 2019, this trail has become an essential part of the Bay Area's transportation network, with over 377,000 trips made by cyclists, pedestrians, and individuals using mobility devices. The data shows that the trail has not contributed to increased car congestion and, in fact, has improved traffic conditions.

Closing this pathway would undermine efforts to promote sustainable, equitable transportation and would go against regional and state climate goals. Instead of closing the trail, we should focus on expanding transit options and addressing the root causes of congestion.

I urge you to keep the trail open 24/7 and continue supporting safe, equitable mobility for all.

Thank you for your consideration.

Sincerely,

Laura Levenberg
785 Taft Ave. #4
Albany, CA 94706
levenberg.laura@gmail.com
(707) 540-5381

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Randy Wu](#)
Subject: RE: San Francisco Bay Conservation and Development Commission (BCDC) March 20, 2025 Meeting
Date: Thursday, March 6, 2025 10:48:03 AM
Attachments: [image001.png](#)

Thank you — We are in receipt of your public comment to the San Francisco Bay Conservation and Development Commission.

Reception Desk

San Francisco Bay Conservation and Development Commission Bay Area Metro Center
375 Beale St., Suite 510

San Francisco, CA 94105

info@bcdc.ca.gov | www.bcdc.ca.gov

Main Office Number: (415) 352-3600



From: Randy Wu <rleewu@gmail.com>
Sent: Thursday, March 6, 2025 10:39 AM
To: BCDC PublicComment <publiccomment@bcdc.ca.gov>
Subject: San Francisco Bay Conservation and Development Commission (BCDC) March 20, 2025 Meeting

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

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

Chair Wasserman and all BCDC Commissioners,

I am a long time resident in the East Bay. I have commuted from the East Bay to work in San Francisco for many years by car, casual carpool, AC Transit bus, BART and bicycle. Early in my career bicycles were not allowed during commute hours on BART so I relied upon the CalTrans bike shuttle to get across the Bay Bridge.

I urge you to keep the Richmond-San Rafael Bridge open seven days a week to all cyclists, both recreational riders and work commuters. The definitive UC Berkeley PATH study issued last year makes clear that the bike path has had **no significant impact on car traffic congestion**. (See the Executive Summary at page xxi.) Traffic congestion is simply not a valid reason to close the bike lane Monday-Thursday.

However, the PATH study also finds that the lack of an emergency breakdown lane

affects "variability" in the commute time as CalTrans must clear stopped cars without a breakdown lane. If this "variability" is a significant concern for BCDC, then I urge you (1) to restrict any conversion of the current bike lane to the morning AM commute hours and (2) to limit lane access to Golden Gate Transit, a bike shuttle and car breakdowns (as well as CalTrans emergency vehicles). This limited conversion of the bike lane will eliminate the "variability" in commute time and at the same time it will encourage commuters to use Golden Gate Transit. It will substitute a fast bike shuttle service for the cyclists (and pedestrians) that no longer will be able to ride/walk across the bridge during these AM hours. To me this could be a rare *Win-Win-Win!*

Importantly, for the days/hours in which the bike lane may be closed, i.e. Monday-Thursday mornings, CalTrans should provide a **frequent** bike shuttle on the bridge so that cyclists (and pedestrians) will be able to cross the bridge without driving a car. As a bike shuttle could use the converted bike lane, I believe CalTrans should be able to provide shuttle service twice an hour in each direction.

Conversion of the bike lane during the AM commute hours for (1) Golden Gate Transit, (2) a bike shuttle and (3) the occasional CalTrans removal of stopped cars will eliminate the so called "variability" problem and will keep us all focused on critical climate change goals to reduce VMT/GHG emissions.

As BCDC tries to address the regional threat of rising sea levels on our shoreline, I urge each Commissioner to do everything you can to encourage the growing movement for "carbon free travel" by bike.

Thank you for considering my comments!

Randy Wu

Piedmont, California

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan_Katharine@BCDC)
Subject: FW: Richmond Bridge Bike Lane Resolution: Incomplete Data, Unprofessional Process -- Urging Berkeley to Abstain from a 24/7 Bike Lane Endorsement
Date: Friday, March 7, 2025 4:10:37 PM
Attachments: [2024-05-02-cm-Draft-Minutes.pdf](#)
[2024-12-10 Item E Bicycle and Pedestrian Access.pdf](#)

FYI...

From: Lucas Miller <lucasmiller@icloud.com>
Sent: Friday, March 7, 2025 3:41 PM
To: council@berkeleyca.gov
Cc: ITregub@berkeleyca.gov; clunaparra@berkeleyca.gov; mhumbert@berkeleyca.gov; rkesarwani@berkeleyca.gov; bblackaby@berkeleyca.gov; sokeefe@berkeleyca.gov; BCDC PublicComment <publiccomment@bcdca.gov>
Subject: Richmond Bridge Bike Lane Resolution: Incomplete Data, Unprofessional Process -- Urging Berkeley to Abstain from a 24/7 Bike Lane Endorsement

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

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

Dear Mayor Ishii, Councilmembers Lunaparra, Humbert, Kesarwani, Blackaby, O'Keefe, and the Entire Berkeley City Council,

Thank you for taking the time to read my concerns. I want to be clear: I fully support environmentally responsible policy and believe in expanding access for cyclists. However, Berkeley's resolution endorsing 24/7 bicycle access on the Richmond-San Rafael Bridge is an unprofessional, shortsighted decision that stands in direct opposition to what **actual traffic engineers**—namely BATA, MTC, and Caltrans—have concluded after years of study. The resolution you passed not only **misrepresents data** (from the May 2, 2024 BCDC Commission Minutes pages 21–23, attached)—it also cites interest-group talking points as though they were established facts, an egregious lapse in basic diligence. Below, I highlight key findings from the official documents, share a personal story that underscores the real impacts, and explain why the City should be **ashamed** of how this resolution was handled.

1. Dismissing Professional Expertise with No Apparent Humility

Agencies like **MTC** and **Caltrans**—whose **entire purpose** is to study traffic engineering, congestion patterns, and lane-sharing feasibility—have recommended a

balanced approach: allow drivers to use the third lane Monday–Thursday, and devote it to bicycle use on weekends or off-peak hours. This conclusion is based on years of field data and operational analysis.

Yet the City’s resolution effectively told these professionals, “We know better,” despite having no direct expertise in this issue. That level of presumption erodes faith in local government and alienates those whose life work is precisely to solve these transit problems.

2. Prioritizing a Well-Connected, Predominantly White, Wealthier Advocacy Group Over Thousands of Working Commuters

By siding with a well-organized bike lobby—whose demographics often skew more affluent and predominantly white—the City inadvertently (or not) dismisses the tens of thousands of diverse, often lower-income East Bay residents who aren’t fluent in City Hall procedures, do not speak English as their first language, and in many cases have zero access to forming powerful coalitions. These working families bear the brunt of random **1–2 hour standstills** because there is no emergency shoulder.

-

Lost wages and job insecurity threaten those with rigid work schedules.

-

Low-income and service workers cannot just “wait out traffic” or “work from home.”

-

Bike advocacy groups sometimes frame this as an equity/access issue. Do you actually think a family of 4 who can’t afford a car is biking from Pinole to Stinson Beach on a Wednesday? Probably not. The study also cited 0 businesses who are aware of employees commuting by bike.

This is inequity in action: adopting a policy from a privileged, vocal minority while overshadowing the needs of the many who can’t easily navigate the halls of government.

3. The Sloppy (Mis)Use of Data from a Single Interest Group

Your resolution cites exactly one out-of-context quote from the **Phase II Pilot Study**, plus **talking points from a bike advocacy organization**, to argue that 24/7 lane closures won’t worsen congestion. Meanwhile, the **BCDC meeting minutes**, (The following quotes from the minutes of that meeting are attached to this email) and the data from Caltrans, BATA, and UC Berkeley’s PATH team sharply contradict this. For example:

(p. 22):

*“...the heat map ... shows when and where traffic speeds are slowest, but **it does not do a good job of capturing the experience when there are incidents or crashes.**”*

(p. 22–23):

*“Phase II findings suggest that incident rates overall are down about 15 to 20% over the course of the day, **but they are up about 20 to 30% during the morning peak.** That is of interest to us because the peak is when incidents are likely to cause the most backup and the most headaches for commuters ... **This suggests trying something a little different to see what more we can learn.**”*

(p. 23):

*“Response times can range from less than **5 minutes to 30 or 40 minutes.** The average is 16 minutes ... up from about 13 minutes before ... and **each minute of delayed response to an incident multiplies traffic by a factor of four.** And this creates more uncertainty about travel times and **that really can be a big deal when you have got to get to work on time.**”*

The **Phase II Pilot Study** itself shows how minimal peak bike use really is:

-

*“Weekday traffic is much lower, at around 90 trips per day” on the bike path, with a fraction—about **4.9%**—riding to work (page 22 of PATH study not attached but easy to find).*

-

Conversely, **tens of thousands** of daily drivers face potential gridlock during morning or afternoon rush when accidents occur.

Citing a single, out-of-context snippet from an otherwise cautionary study (**and literally citing an interest group’s talking points**)—while ignoring these explicit warnings—is nothing short of gross neglect. That so many Councilmembers were comfortable endorsing it is a major embarrassment.

4. Commuting this bridge is a Shit Show

I have a 2 year old so I’ve seen a lot of literal shit shows. Driving west on this bridge is Broadway-level. As if the official data weren’t enough, I experienced a perfect storm last year. An accident disabled two vehicles, gridlocking the entire corridor for two

hours. There was no emergency should for traffic to go around, or for responders to access the accident. In the end, my colleague and several bystanders literally **lifted the vehicle** to the side so that traffic could move again. Meanwhile, **tens of thousands** of commuters—myself included—lost hours of wages or risked job discipline. All so a handful of retired dentists (and other recreational riders. But probably only like 3 of them) could enjoy a scenic weekday lane. I also want to share a woman on Waze chat wrote “what is going on, I am pregnant and really have to pee” about an hour before the bridge cleared during this particular incident. Why should she and so many other people have to regularly put up with this in a modern developed country? This isn’t an abstract scenario; it’s real and it’s awful. And it’s not uncommon. I am SO tired of texting my boss, “Bridge again.... Don’t know when I’ll be in.”

5. Why the City Should Feel Ashamed

1.

Basic Professional Standards: Passing a resolution based on an advocacy group’s talking points without reconciling them against official data is negligent.

2.

Lack of Transparency: You seized on one quote from the Phase II study that you liked, while skipping over the numerous red flags about incident spikes and extended response times.

3.

Real-World Damage: Working people have been left to endure multi-hour nightmares—incidents that the daily or weekly averages simply fail to capture.

This is not how Berkeley, of all places, should conduct public policy. Good governance demands you acknowledge the complexity of the data, especially when professional engineers have explicitly said those stats “**don’t do a good job of capturing**” major crashes or multi-hour backups.

6. The Only Responsible Step: Abstain and Defer to the Experts

Given the Caltrans' direct statements about hidden incident spikes, plus my own experience (and many others') with prolonged standstills, endorsing a 24/7 closure is reckless. This is squarely the domain of **MTC** and **Caltrans**, not City Council. I urge you to:

1.

Immediately vote to abstain from your 24/7 stance.

2.

Admit that you relied on incomplete or distorted advocacy material, ignoring direct evidence from BCDC, Caltrans, and the study itself.

3.

Allow traffic engineers—the professionals—to finalize a data-driven compromise that protects cyclists during their peak hours without punishing everyone else.

Having humility in the face of specialized expertise is not weakness—it's responsible leadership.

Conclusion

A handful of well-organized advocates successfully pushed an alluring “green” concept at the expense of tens of thousands of regular workers—most of whom lack the bandwidth, language skills, or social capital to speak up. Meanwhile, the City brandished a single line from the Phase II Pilot Study and overshadowed the glaring evidence that accidents and breakdowns can turn commutes into multi-hour debacles.

Please rescind or radically revise your endorsement. Berkeley should not be championing sloppy data or disregarding the real hardships inflicted by this policy. Let's ensure our decisions genuinely benefit **all** of our residents, not just the loudest voices with the neatest talking points. BCDC makes the final decision on March 20. So please act soon. Lastly, I want to be clear that I think bikes are awesome. Bikes on the Richmond bridge are awesome. Just not Monday - Thursday from 7am to 11am if we can help it please. Do we really need 24/7 access to bike through high winds between an oil refinery and a prison? There are MANY beautiful places to bike in the Bay Area that don't ruin everyone else's day.

Have a nice weekend,

Lucas Miller

District 4

lucasmiller@icloud.com

From: [Amezcu, Reyna@BCDC](mailto:Amezcu,Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan,Katharine@BCDC)
Subject: FW: Ease congestion-reduce bike usage
Date: Tuesday, March 11, 2025 8:48:26 AM

FYI

From: Sharon Guy <sharonguy1111@gmail.com>
Sent: Saturday, March 8, 2025 2:54 PM
To: BCDC PublicComment <publiccomment@bccdc.ca.gov>
Subject: Ease congestion-reduce bike usage

Some people who received this message don't often get email from sharonguy1111@gmail.com. [Learn why this is important](#)

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

The bridge is my only option and the congestion due to restricted lanes causes me great stress and controls my schedule.

It also is a serious impediment to my family visiting me in Marin from the east bay. It often adds half an hour to their trip...so three hours on the road just for a visit negatively impacts family time together.

I personally must leave hours early then necessary to avoid the worst congestion and must wait until traffic subsides to return to Marin from the east bay caring for my grandchildren.

The bicycle coalition has too much power compared to me and thousands of others who have "NO Voice" and commute daily to work in Marin.

The most bicycles I have ever seen while gridlocked on the bridge with hundreds of cars was 3. With a daily traffic of 80,000+ automobiles, it makes NO SENSE for bicycles to have priority. And, I would guess most of the biking is for exercise or fun...not for their livelihoods.

Please seriously limit bike usage. A shuttle works with a definite schedule. If the bike trip is necessary they can arrive at the scheduled shuttle time.

Sharon Guy
141 G Seminary Drive
Mill Valley, CA 94941
415-713-3334
Sharon@sharonguy.com

From: [Alex Donoghue](#)
To: [BCDC PublicComment](#)
Subject: Agenda Item #8 Richmond-San Rafael Bridge
Date: Monday, March 10, 2025 9:30:35 PM

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

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

Please accept this public comment on item 8 “ Public Hearing and Possible Vote on an Application by the California Department of Transportation for the Richmond-San Rafael Bridge Pilot Project Modifications Project along the Richmond-San Rafael Bridge, in the City of Richmond, Contra Costa County, and the City of San Rafael, Marin County; BCDC Permit Application No. 1997.001.06.” for the March 20, 2025, BCDC meeting agenda.

Keeping the pathway open is in alignment with numerous adopted plans and policies on the regional and state level. Closing the pathway for a breakdown shoulder as currently proposed, or for a third westbound car lane, will not contribute toward progress on the underlying causes of car congestion on the bridge. This will only remove one lane of moving traffic. Adding more lanes will induce more traffic and more pollution. Having an alternate way to travel over the bridge gives everyone a choice in how they cross the bay.

Alex Donoghue

Richmond Resident and Bridge User

My name is Amir Tariverdi and I live in Mill Valley, CA. I commute to Hayward, CA every day for a full time, 9-5 job. With no traffic, my drive should be around 50 mins each way, but it is almost always an hour and a half. There is regular traffic throughout my drive due to certain problem areas, one of those being the Richmond Bridge. The right lane is always closed providing only 2 operable lanes. On the side going to Marin, there isn't even an emergency lane, it is just a weird bike lane. In all of my drives on the bridge, I have seen maybe all of 2 bikers using that bike lane. It is simply useless, and causes so much unnecessary traffic. It is confusing to me who thought that lane would be a good idea. If there is road work or an accident, you might as well spend the night at the office and save the stress of that drive home. All I, and my fellow Bay Area residents, want is for the Bay Conservation and Development Commission to grant a permit to close the bike lane to add an emergency lane. Eventually, a 3rd lane entirely for carpools or an express system would be ideal. We have lived for too long with this system in place and it really is nonsensical. I hope you will consider what I have written and realize the stress you have caused thousands of people.

Thursday, March 20, 2025

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

Re: San Rafael bridge and the development of an HOV/emergency lane

Dear Bay Conservation & Development Commission Board of Directors,

I write on behalf of BioMarin Pharmaceutical and the many BioMarin employees who commute across the Richmond-San Rafael bridge to jobs in Marin County every day. We urge the Bay Conservation and Development Commission to revise its permits for the Richmond-San Rafael Bridge. Specifically, we ask you to enable the restoration of the historic third lane on the upper deck, initially dedicated to emergency vehicles and breakdowns, and soon after, to carpool and transit use.

Policymakers must balance the desire to promote active transportation, such as walking and biking, while also striving for social equity, making life and economic opportunities more accessible for historically disadvantaged communities. Perhaps nowhere in the Bay Area is this conflict more evident than on the Richmond-San Rafael Bridge.

In 2016, in response to community concerns about bridge traffic adversely impacting local streets in San Rafael and Larkspur, a \$74 million project was authorized to reopen the third lane of the lower deck and implement related improvements to the bridge. This initiative resulted in shorter commute times and a safer overall experience. The significant reduction in stop-and-go traffic led to lower emissions of PM2.5 and brake dust. Renovations also included addition of a bike lane on the upper deck of the bridge, and this addition has increased commute times and traffic variability on the Richmond side of the bridge, exacerbating congestion on local streets. On average, morning commuters to Marin businesses spend 16 minutes in traffic daily, with that number growing to over an hour when there are accidents, due to poor emergency service accessibility. This system deeply affects the personal lives of Marin workers, costing them time at home and at work.

This situation is fundamentally unfair. We propose keeping the bike lane open Friday through Sunday while reopening the third lane Monday through Thursday. This compromise effectively balances the priorities of the BCDC, and we urge you to sponsor this amendment change.

Sincerely,



Amy Wireman

Executive Vice President, Chief People Officer

Contra Costa Building and Construction Trades Council

2727 Alhambra Ave. Suite 5
Martinez, CA 94553



Bill Whitney
Phone (925) 925-228-0900

August 5, 2024

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

Dear Chairman Wasserman and Commissioners:

The Contra Costa Building and Construction Trades Council represents thousands of working men and women who are Richmond and Contra Costa County residents and who commute to jobs in Marin every day. We urge the Bay Conservation and Development Commission (BCDC) to amend its permit for the Richmond-San Rafael Bridge. Specifically, we ask you to enable the restoration of the historic third lane on the upper deck to be dedicated initially to emergency vehicles and breakdowns, and soon after, to carpool and transit use.

Policymakers must balance a desire to promote active transportation, such as walking and biking, while also working hard on social equity goals making life and economic opportunity easier for historically disadvantaged places and people. One cannot advance into the new age of society while continuing the harmful trend of creating new developments in minority communities without their consideration, input, and interests in mind. Nowhere in the Bay Area is that conflict more obvious than on the Richmond San Rafael Bridge.

In 2016, in response to the community outcry on reports of bridge traffic adversely affecting traffic on the local streets of Marin and Larkspur, a \$74 million dollar project was authorized to reopen the third lane of the lower deck and make other related improvements to the bridge. This resulted in lesser commute times, and a safer commute overall. Emissions wise, the sharp reduction in stop and go traffic resulted in lowering emissions of PM2.5 and brake dust emissions.

Unfortunately, the renovations also included the addition of a bike lane on the Richmond upper deck of the bridge. This addition increased commute times and traffic variability, worsening congestion on local streets. This bike lane primarily serves recreational users and is rarely used. For many Contra Costa County commuters who travel long distances for work, the bike lane is an impractical option.

This situation is patently unfair; Richmond residents deserve the same relief as what was granted to Marin commuters four years ago. Keep the bike lane open Friday-Sunday and reopen the third lane Monday-Thursday. This compromise effectively balances the priorities of the BCDC. We urge you to support this amendment change.

Sincerely,

Bill Whitney, Executive Director
Contra Costa Building and Construction Trades Council

From: [Amezcu, Reyna@BCDC](mailto:Amezcu,Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan,Katharine@BCDC)
Subject: FW: Richmond-San Rafael Bridge access
Date: Monday, March 10, 2025 11:07:31 AM

FYI...

From: Corry Kelly <corrykelly@yahoo.com>
Sent: Monday, March 10, 2025 2:27 AM
To: BCDC PublicComment <publiccomment@bcdc.ca.gov>
Subject: Richmond-San Rafael Bridge access

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

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

Regarding bicyclist commuters:

I have counted on one hand, if that, the number of bicyclists that cross the Richmond-San Rafael bridge during bad weather - hot, cold, windy or rainy during commute hours, and the weather is often one of the above. Due to the ratio between the bicyclists and motorists, the idea that any advantage is gained by eliminating a lane is not quantifiable (time wise and environmentally). Also, because of this ratio, the rights of all the motorists are being trampled. It is very hard to justify the logic of allowing so few to hold up the commutes of so many. The lines approaching the bridge are miles long - and taking away a lane has added to that. Furthermore, if there is a problem with one of the two available lanes, hours more are added to someone's commute. (What would happen if/when both lanes are shut down?) Insult to injury are that the motorist is paying for the inconvenience of delays while bicyclists cross for free. Didn't the tolls just go up too?

Alternative for bicyclists:

Provide half-hour shuttles for bicyclists during commute hours and space out shuttle intervals at other times during the day and on weekends. I understand bicyclists have complained this is not convenient. If any inconvenience is to be had, it's the motorist who is being inconvenienced due the time it takes to get to the bridge and cross it at a snail's pace.

Taking away a lane is ridiculous. Also, keeping the toll booths so long when there has been an obvious problem has also been ridiculous. It's been years since toll takers were present.

Corry Kelly

August 26, 2024

To Whom It May Concern

My name is Daiana Bernini and I live in Richmond, CA at 86 Shoreline Court, Richmond CA 94804 and commute daily over to Novato, to my job (90 Hill Road, Novato CA). The daily commute involves crossing Richmond Bridge.

Every day, I endure a very long commute of 55 minutes for 22 miles as from 3 lanes the bridge turns into 2 lanes. I watch the bike lane mostly EMPTY daily, while I drive very slowly to/on the bridge. I did not sign up for 0.5% bikers to do a bike leisure on rush hour and I am totally against crossing high traffic bridges like this by foot or by bike as it is high risk, noisy, windy and slows down thousands of people that do not have the luxury to work from home.

I am politely asking the Bay Area Conservation and Development Commission to grant a permit to close the bike lane and to allow a third lane on the bridge for carpools and transit.

Thank you for your time,

A handwritten signature in blue ink that reads "Daiana Bernini". The signature is written in a cursive, flowing style.

Daiana Bernini

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

Dear Bay Conservation & Development Commission Board of Directors,
Based on the results of the multiyear pilot which indicate a severely disproportionate impact to quality of life and hard costs to commuting workers, I urge you to adopt an amendment to restore the historic third lane on the upper deck and dedicate it during commute hours to carpools and transit. Let us acknowledge that the constraints imposed by the discreet number of lanes on the bridge has the effect of creating a dichotomy that pits cars against cyclists and pedestrians. That said, I believe that we collectively share a vision for a transportation dynamic that supports a thriving experience for all people that is environmentally sound and economically feasible. As a region, we must continue to:

- Examine the system as the changes in live/work patterns evolve
- Contemplate and move boldly with initiatives with evidence of positive outcomes proportional to investment, including bicycle and pedestrian shuttles and infrastructure projects
- Create more options for affordable workforce housing in Marin to mitigate the current commute dynamic into Marin

I stand in appreciation for gravity of the decision before this Commission. Thank you for your consideration of my letter.

Sincerely,

Eli Hill

San Rafael Resident

Councilmember, City of San Rafael, District 2

Dear Bay Conservation & Development Commission Board of Directors,


We the undersigned, who are Marin County residents, electeds, business owners, and community leaders, write on behalf of the thousands of workers who commute to jobs in Marin every day. We urge the Bay Conservation and Development Commission to revise its permits for the Richmond-San Rafael Bridge. Specifically, we ask you to enable the restoration of the historic third lane on the upper deck, initially dedicated to emergency vehicles and breakdowns, and soon after, to carpool and transit use.

Policymakers must balance the desire to promote active transportation, such as walking and biking, while also striving for social equity, making life and economic opportunities more accessible for historically disadvantaged communities. Perhaps nowhere in the Bay Area is this conflict more evident than on the Richmond-San Rafael Bridge.

In 2016, in response to community concerns about bridge traffic adversely impacting local streets in San Rafael and Larkspur, a \$74 million project was authorized to reopen the third lane of the lower deck and implement related improvements to the bridge. This initiative resulted in shorter commute times and a safer overall experience. The significant reduction in stop-and-go traffic led to lower emissions of PM2.5 and brake dust. Renovations also included addition of a bike lane on the upper deck of the bridge, and this addition has increased commute times and traffic variability on Richmond side of the bridge, exacerbating congestion on local streets. On average, morning commuters to Marin businesses spend 16 minutes in traffic daily, with that number growing to over an hour when there are accidents, due to poor emergency service accessibility. This system deeply effects the personal lives of Marin workers, costing them time at home and at work.

This situation is fundamentally unfair, we propose keeping the bike lane open Friday through Sunday while reopening the third lane Monday through Thursday. This compromise effectively balances the priorities of the BCDC, and we urge you to sponsor this amendment change.

Sincerely,


President & CEO
Ghilotti Bros., Inc.

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

Dear BCDC Commissioners,

I live in El Sobrante and work as a music teacher in Tiburon. Congestion on the San Rafael Bridge is a significant problem for me - if there is a minor problem on the bridge, traffic comes to a complete stop. Although I support bike lanes in general, the amount of usage that the full lane gets on the San Rafael Bridge does not justify the inconvenience that it causes to many thousands of us. I urge you to remove the bike lane altogether, as soon as possible.

Sincerely,

Joe Miller
4623 Canyon Rd.
El Sobrante, CA 94803

Dear Bay Conservation & Development Commission Board of Directors,

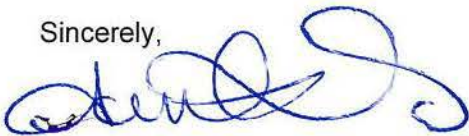
We the undersigned, who are Marin County residents, elected officials, business owners, and community leaders, write on behalf of the thousands of workers who commute to jobs in Marin every day. We urge the Bay Conservation and Development Commission to revise its permits for the Richmond-San Rafael Bridge. Specifically, we ask you to enable the restoration of the historic third lane on the upper deck, initially dedicated to emergency vehicles and breakdowns, and soon after, to carpool and transit use.

Policymakers must balance the desire to promote active transportation, such as walking and biking, while also striving for social equity, making life and economic opportunities more accessible for historically disadvantaged communities. Perhaps nowhere in the Bay Area is this conflict more evident than on the Richmond-San Rafael Bridge.

In 2016, in response to community concerns about bridge traffic adversely impacting local streets in San Rafael and Larkspur, a \$74 million project was authorized to reopen the third lane of the lower deck and implement related improvements to the bridge. This initiative resulted in shorter commute times and a safer overall experience. The significant reduction in stop-and-go traffic led to lower emissions of PM2.5 and brake dust. Renovations also included addition of a bike lane on the upper deck of the bridge, and this addition has increased commute times and traffic variability on Richmond side of the bridge, exacerbating congestion on local streets. On average, morning commuters to Marin businesses spend 16 minutes in traffic daily, with that number growing to over an hour when there are accidents, due to poor emergency service accessibility. This system deeply effects the personal lives of Marin workers, costing them time at home and at work.

This situation is fundamentally unfair, we propose keeping the bike lane open Friday through Sunday while reopening the third lane Monday through Thursday. This compromise effectively balances the priorities of the BCDC, and we urge you to sponsor this amendment change.

Sincerely,



Dr. Armika Berkley, Chief Administrative Officer
Kaiser Permanente – San Rafael

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

To whom it may concern:

My name is Laurie Lynch and I used to work at a job I loved at Anthropologie in Berkeley. Berkeley! Exasperated with the worsening commute and then the completely outrageous bike lanes, I quit a job I really enjoyed as a finance manager. I have never considered taking another job from Marin County to the East Bay because, with common sense, we would eliminate the bicycle lanes and we could have actually had enough lanes to make the Richmond Bridge commute bearable. I am involved in promoting our National Parks and I volunteer for the Marin Watershed. Special interest groups that got these bicycle lanes approved with our tax dollars are criminal in this County. Thank you for your time.

Laurie Lynch

girlsloveclothes@gmail.com



MarinHealth Medical Center | 250 Bon Air Road, Greenbrae, CA 94904 | Tel 415-925-7000

March 20, 2025

Bay Conservation & Development Commission Board of Directors

Dear Board of Directors,

As one of the largest employer in Marin County, we write on behalf of thousands of workers who commute to jobs in Marin County every day. We urge the Bay Conservation and Development Commission to revise its permits for the Richmond-San Rafael Bridge. Specifically, we ask you to enable the restoration of the historic third lane on the upper deck, initially dedicated to emergency vehicles and breakdowns, and soon after, to carpool and transit use.

Policymakers must balance the desire to promote active transportation, such as walking and biking, while also striving for social equity, making life and economic opportunities more accessible for historically disadvantaged communities. Perhaps nowhere in the Bay Area is this conflict more evident than on the Richmond-San Rafael Bridge.

In 2016, in response to community concerns about bridge traffic adversely impacting local streets in San Rafael and Larkspur, a \$74 million project was authorized to reopen the third lane of the lower deck and implement related improvements to the bridge. This initiative resulted in shorter commute times and a safer overall experience. The significant reduction in stop-and-go traffic led to lower emissions of PM2.5 and brake dust. Renovations also included addition of a bike lane on the upper deck of the bridge, and this addition has increased commute times and traffic variability on Richmond side of the bridge, exacerbating congestion on local streets. On average, morning commuters to Marin businesses spend 16 minutes in traffic daily, with that number growing to over an hour when there are accidents, due to poor emergency service accessibility. This system deeply effects the personal lives of Marin workers, costing them time at home and at work.

This situation is fundamentally unfair, we propose keeping the bike lane open Friday through Sunday while reopening the third lane Monday through Thursday. This compromise effectively balances the priorities of the BCDC, and we urge you to sponsor this amendment change.

Sincerely,

A handwritten signature in blue ink that reads 'David G. Klein'.

David G. Klein, MD
Chief Executive Officer
MarinHealth Medical Center

DGK:rt

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan_Katharine@BCDC)
Subject: FW: Richmond/San Rafael Bridge
Date: Tuesday, March 11, 2025 8:49:56 AM

FYI...

From: Nancy Morgan <morgann434@gmail.com>
Sent: Monday, March 10, 2025 1:32 PM
To: BCDC PublicComment <publiccomment@bcdc.ca.gov>
Subject: Richmond/San Rafael Bridge

Some people who received this message don't often get email from morgann434@gmail.com. [Learn why this is important](#)

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

Please take under consideration eliminating the bike/walking lane on this bridge. I think it's a wonderful idea to provide this as an option but as someone that uses the bridge quite often a week it seems sensible that with the heavy vehicle traffic and very light use for bikes/walkers that an emergency lane, as in the East bound (lower direction) makes better use of the available space.

So many accidents occur and so much traffic backs up as a result, especially in the West bound direction that it just seems the best use of space to let free flow of vehicle traffic be the deciding factor.

Perhaps in the future a solution for bikes and walkers could be made but as an immediate decision I would hope that the good of the majority would prevail.

Nancy Morgan

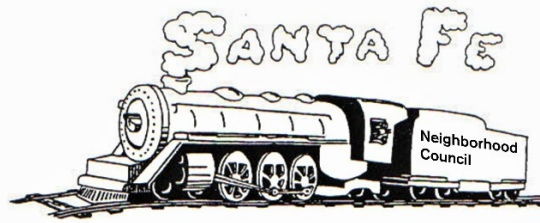
Chair Wasserman and Commissioners
Bay Conservation and Development Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Dear BCDC Commissioners,

My name is R. SPENCER BRUCKER and I live in RICHMOND CA.
I am RETIRED and a member of the BRICKYARD LANDING CONDOMINIUMS
organization. On the Richmond-San Rafael Bridge westbound, Holiday travellers have issues;
On Sunday of Labor Day Weekend, it took 40 minutes for us to cross the bridge. During that
time we counted thirteen (13) people on the bike path, admittedly, two were walking.

Was the bike path really a good use of our taxpayers' money? I think not.

Richard Spencer Brucker
Richmond, CA



**Santa Fe
Neighborhood Council**

240 South 6th Street
Richmond, CA 94804

Officers

Vernon Whitmore
President

Celina Hall
Secretary

Suzanne Coffee
Treasurer

Committee Chairs

Jim Becker
Richmond Community
Foundation

Linda Jackson Whitmore
Business Outreach

Jewell Sykes-Purvey
Hospitality

Chair Wasserman and Commissioners
Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Hello Chair Wasserman,

My name is Vernon Whitmore, and I serve as the President of the Santa Fe Neighborhood Council (SFNC), one of the 37 neighborhood councils in the city of Richmond.

The Santa Fe neighborhood is bordered on its southern side by Highway 580, which impacts our quality of life in various ways. Also located on the southern border is Southside Community Park, a vital hub for family gatherings and community activities, including National Night Out.

The SFNC community primarily consists of Black and Latino working-class families, with many elementary school-aged children. Our neighborhood has a long history of asthma, severe allergies, and other respiratory illnesses, which heighten our concerns.

The introduction of the bike lane on the Richmond-San Rafael Bridge in 2019 has significantly impacted the SFNC neighborhood. The reduction of bridge lanes from three to two has led to major traffic backups on Highway 580 and increased traffic on local streets as vehicles attempt to avoid congestion. This surge in traffic has elevated gas emission levels, as well as brake, road, and tire dust, in an already marginalized community of color.

Therefore, the Santa Fe Neighborhood Council seeks your support in finding an immediate solution to this problem to improve our air quality and quality of life.

Sincerely,

A handwritten signature in black ink, appearing to read 'Vernon Whitmore'.

President

A Community Moving in a Positive Direction

October 18, 2024

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

Dear Chair Wasserman and Commissioners:

We, the undersigned, who are Marin County residents, business owners, elected officials and community leaders, write on behalf of the thousands of workers who commute to jobs in Marin every day. We urge the Bay Conservation and Development Commission to revise its permits for the Richmond-San Rafael Bridge. Specifically, we ask you to enable the restoration of the historic third lane on the upper deck, initially dedicated to emergency vehicles and breakdowns, and soon after, to carpool and transit use.

Policymakers must balance the desire to promote active transportation, such as walking and biking, while also striving for social equity, making life and economic opportunities more accessible for historically disadvantaged communities. Perhaps nowhere in the Bay Area is this conflict more evident than on the Richmond-San Rafael Bridge.

In 2016, in response to community concerns about bridge traffic adversely impacting local streets in San Rafael and Larkspur, a \$74 million project was authorized to reopen the third lane of the lower deck and implement related improvements to the bridge. This initiative resulted in shorter commute times and a safer overall experience. The significant reduction in stop-and-go traffic led to lower emissions of PM2.5 and brake dust. Renovations also included addition of a bike lane on the upper deck of the bridge, and this addition has increased commute times and traffic variability on Richmond side of the bridge, exacerbating congestion on local streets. On average, morning commuters to Marin businesses spend 16 minutes in traffic daily, with that number growing to over an hour when there are accidents, due to poor emergency service accessibility. This system deeply effects the personal lives of Marin workers, costing them time at home and at work. This situation is fundamentally unfair, we propose keeping the bike lane open Friday through Sunday while reopening the third lane Monday through Thursday. This compromise effectively balances the priorities of the BCDC, and we urge you to sponsor this amendment change.

Sincerely,

Michael Ghilotti
President, Ghilotti Brothers

Patty Garbarino
CEO, Marin Sanitary Service

Rachel Farac
District 2 Councilmember,
City of Novato

October 18, 2024

Damon Connolly
District 12
Assemblymember,
California State Assembly

Joanne Webster
President & CEO, North
Bay Leadership Council

Amy Wireman
Executive Vice President, Chief
People Officer, BioMarin

Chandra Alexandre
CEO, Community Action
Marin

Dennis Fisco
CEO, Seagate Properties

Eli Hill
District 2 Councilmember, City
of San Rafael

Kristina Lawson
Managing Partner,
Hanson Bridgett

John Orofino
Senior Vice President, Morgan
Stanley

Leslie Murphy
CEO, W Bradley Electric

Urban Carmel
Mayor, Mill Valley

Betsy Ricketts
Vice President, Policy,
Government and Public
Affairs, Ultragenyx

Tim O'Connor
Mayor Pro Tem, District 3
Councilmember, City of
Novato

Richard Robbins
Board of Directors &
Founder, Wareham
Development

Rollie Katz
Supervising Business Agent,
Marin Association of Public
Employees (MAPE)

David Klein
CEO, MarinHealth

Dr. Armika Berkely, Chief
Administrative Officer,
Kaiser Permanente

Karen Strolia
CEO, San Rafael Chamber
of Commerce

John A. Carroll
Marin County
Superintendent of Schools,
Marin County Office of
Education

Eli Beckman
Mayor, Town of Corte
Madera

August 5, 2024

To whom this may concern,

My name is Whitney Hischier and I'm a Berkeley resident with a son who attended the Branson School in Ross. During his 4 years of commuting, it would take up to 3 hours to get to school based on traffic on the Richmond Bridge. Traffic increased exponentially when the bike lane was put in, leaving no pull over shoulder for accidents and breakdowns. Speaking with other parents of commuting students as well as colleagues who commute across the bridge daily, the current setup causes unnecessary levels of stress, less sleep, and overall decreased quality of life for those attempting to cross from the east to the north bay.

Given the very few number of bikers and walkers we ever saw during the weekdays, I'd strongly recommend removing the bike lane and allow the third lane to be reserved for carpools and public transit, thus still supporting the green effort.

Please contact me if any questions

Whitney Hischier
Faculty, Haas School of Business
UC Berkeley
hischier@berkeley.edu, 510 517 9043

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

From: Ms. Y. Hamilton <chin_astyle@yahoo.com>

Date: Fri, Sep 13, 2024 at 1:33 PM

Subject: Re: Messages build bridges.

To: Natalie <info@commonsensetransportation.com>

Cc: lgoode@bayareacouncil.org <lgoode@bayareacouncil.org>, Congressman John Garamendi <ca08jg.outreach@mail.house.gov>, John_Gioia <john_gioia@bos.cccounty.us>, assemblymember.wicks@outreach.assembly.ca.gov <assemblymember.wicks@outreach.assembly.ca.gov>

Hello BCDC commissioners,

Please View screenshots:

Recent phone records of me calling my job that

"YET AGAIN" - I have my way to work being impeded because there is another accident(s) on the Richmond - San Rafael Bridge. KCBS 740

RADIO announcing the accident(s). So, Hard for even tow trucks, fire trucks, and/or CHP to get thru and clear the accident(s) when there is "NO SHOULDER FOR EMERGENCY, PURPOSES!!!!"

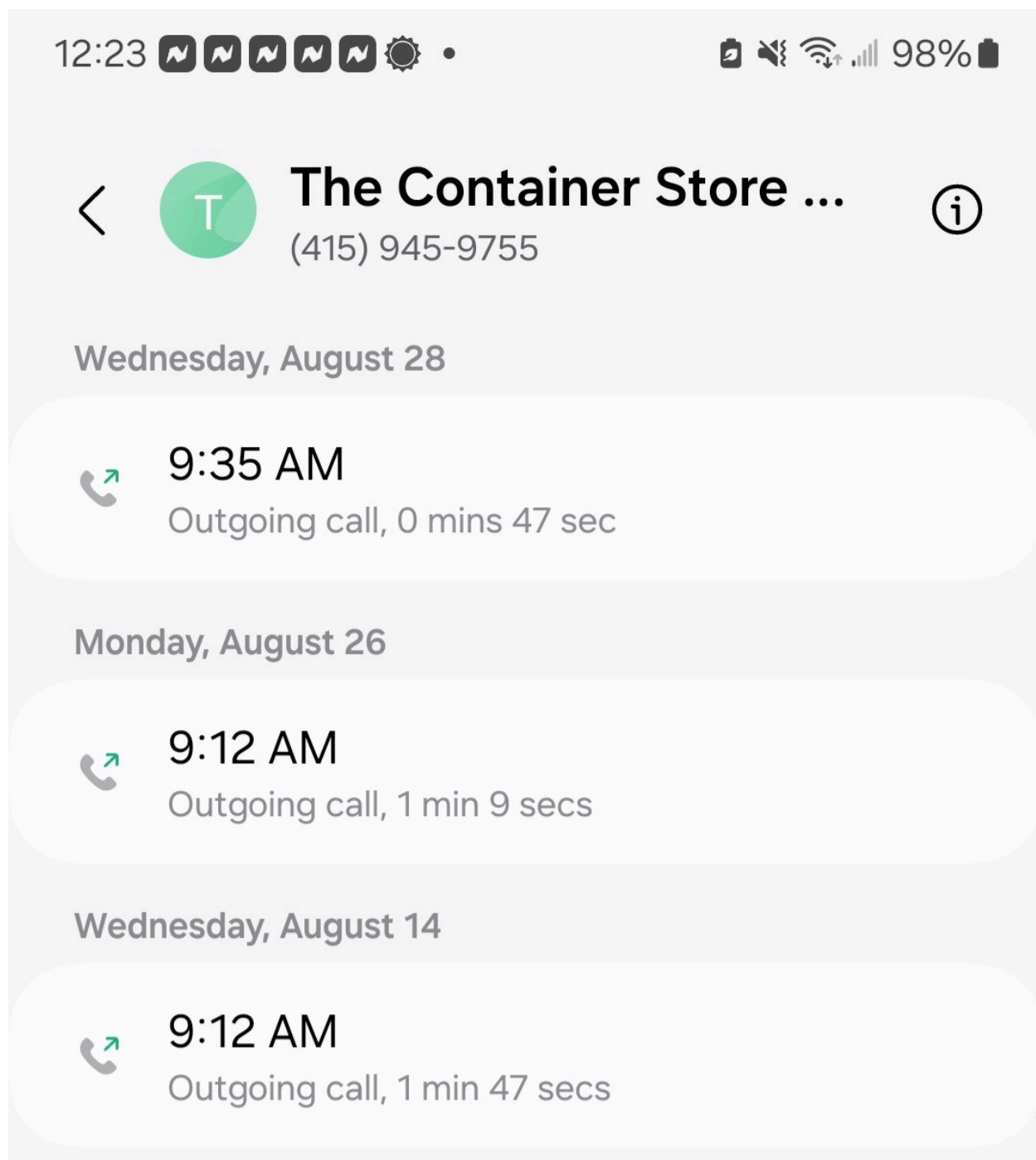
I have to call my job to let them know 🙄 this is not my fault & that I am purposefully trying to get myself to work come "Hell & High Water!!"

My managers and even my Area Director of The Container Store in Corte Madera, Jen understands

that I am "NOT" trying to be late.

It's So Annoying! 😡

SEE MORE BELOW*



I come thru from Hilltop Mall Area (2924 McKenzie Drive, Richmond, CA) down thru Richmond Parkway.

Down to where Chevron Refinery is on Castro St.

Visually if I see 🚧 the Left Turn backed up TRAFFIC all the way back I go:

Under the underpass Left on Tewksbury Avenue.

Left on 580 West. Wait at Traffic Light to proceed to cross the street to go back onto West 580 to exit Harbour Way Exit.

Left on Cutting Blvd. Up & Down to Harbour Way

Wait at Traffic Light, then Green Light Make a U-Turn back up on opposite direction of Cutting Blvd. (RIGHT-LANE) to get back onto East 580.

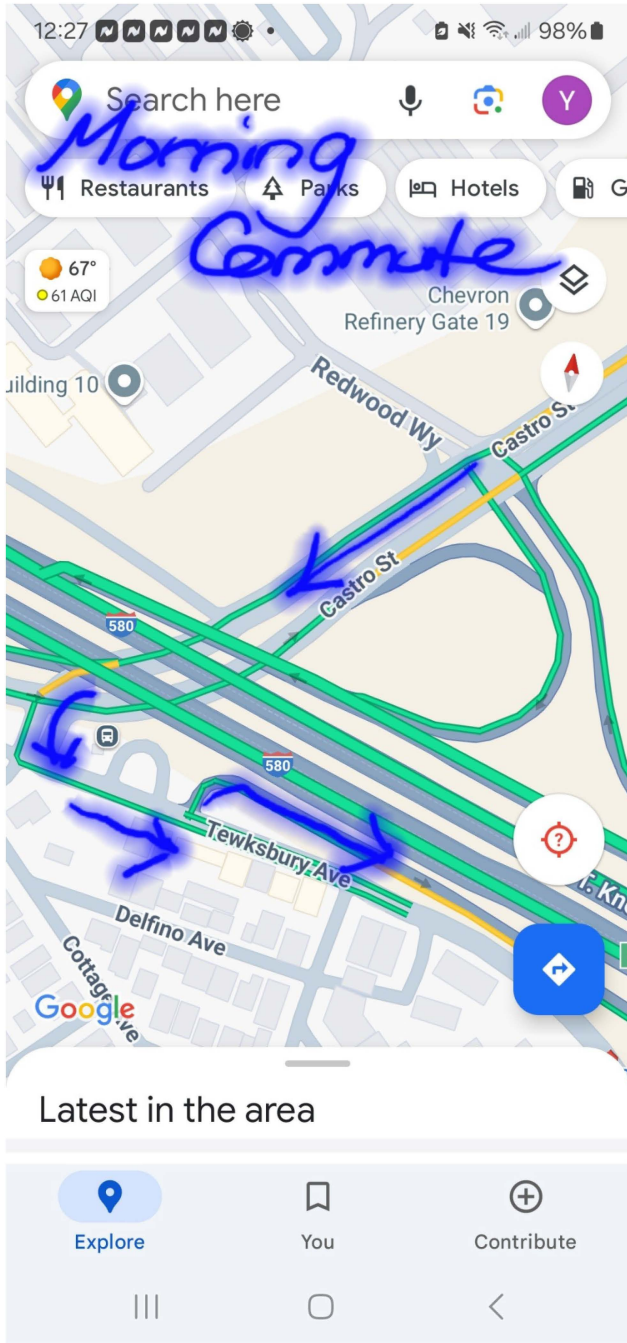
Try with my car signal to get into the second lane.

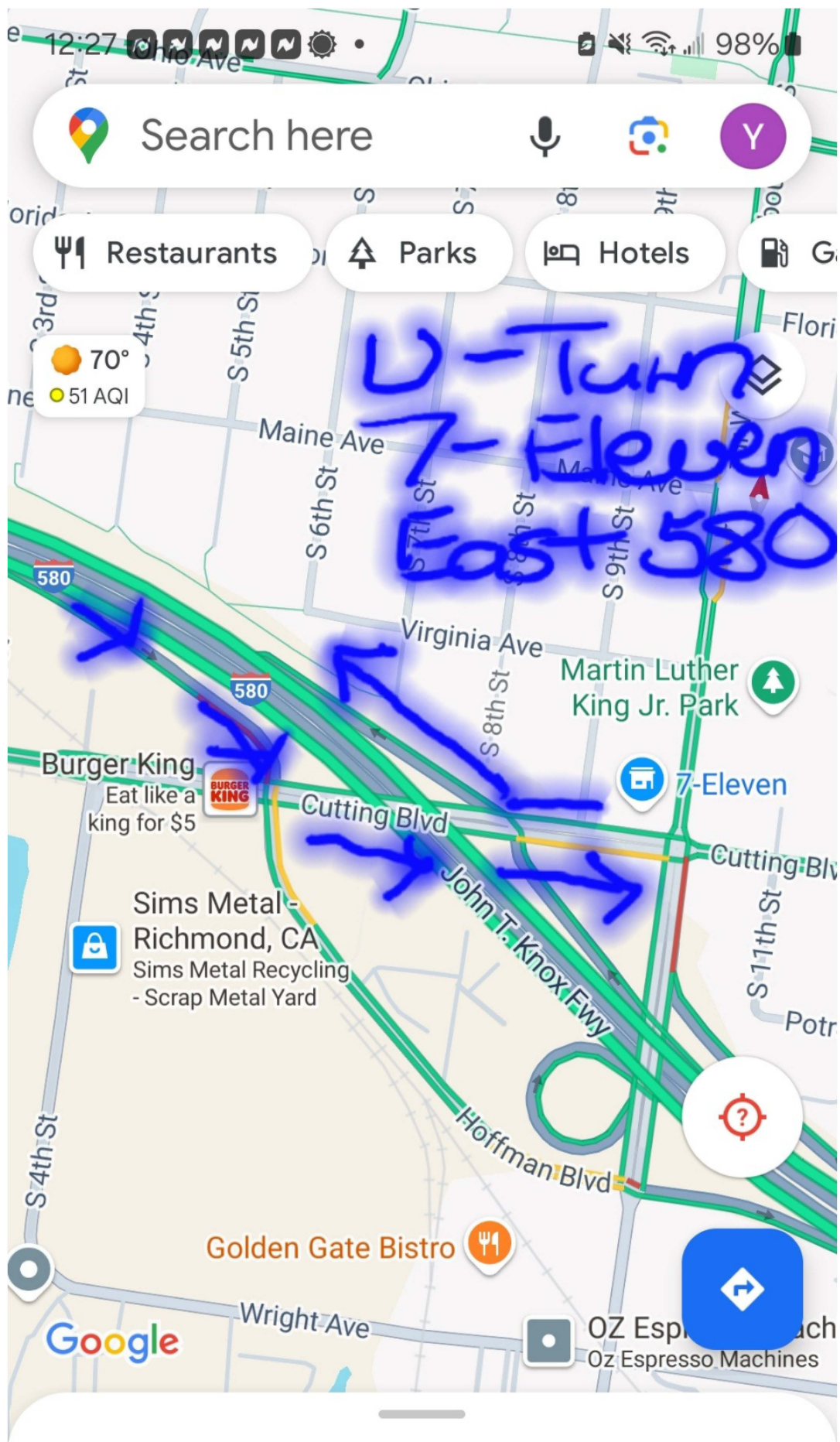
Waiting AT (LEFT-TURN) Castro St. (CHEVRON REFINERY) - You will NEVER get a chance to make it to work on time.

The Traffic is so bad I think another Bridge needs to be make just for East 580 commute. BUT, REALLY NEEDS THAT "DAM" Bike lane removed.


HORRIBLE 😡 TRAFFIC AND 💥 ACCIDENT(S).
JUST EXHAUSTING... 😞 😞

SEE MORE BELOW





Latest in the area

Please do something....!!!! Alleviate Our Commute Pain!! 

I hate to leave my house 1- 45 minutes earlier just to get to work. Not-Insane Traffic, I should get to work in 20 minutes. Very Stressful, No Rest 😞.

Very Fed-Up Commuter,
Ms. Yachiyo Hamilton

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan_Katharine@BCDC)
Subject: FW: Agenda Item #8 Richmond-San Rafael Bridge
Date: Tuesday, March 11, 2025 9:33:29 AM

FYI..

From: Caitlin Trahan <caitlin.trahan@gmail.com>
Sent: Monday, March 10, 2025 1:34 PM
To: BCDC PublicComment <publiccomment@bcdc.ca.gov>
Subject: Agenda Item #8 Richmond-San Rafael Bridge

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

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

Please accept this public comment on item 8 “ Public Hearing and Possible Vote on an Application by the California Department of Transportation for the Richmond-San Rafael Bridge Pilot Project Modifications Project along the Richmond-San Rafael Bridge, in the City of Richmond, Contra Costa County, and the City of San Rafael, Marin County; BCDC Permit Application No. 1997.001.06.” for the March 20, 2025, BCDC meeting agenda.

I urge you to reject the Metropolitan Transportation Commission and Caltrans staff's BCDC permit amendment request to close the Richmond-San Rafael Bridge Trail all day every Monday through Thursday, for conversion to a car breakdown shoulder. Please join me in supporting permanent, 24/7 access for all between the East Bay and the North Bay by keeping this pathway open.

Data on the four year pathway pilot project reported by the Bay Area Toll Authority has not shown an adverse negative impact on westbound car congestion, safety, or pollution. If amendment is made it should be to make one lane for bus transit only restricting modes of convenience that cost the rest of us a lower quality and shortened lifespan.

Keeping the pathway open is in alignment with numerous adopted plans and policies on the regional and state level. Closing the pathway for a breakdown shoulder as currently proposed, or for a third westbound car lane, will not contribute toward progress on the underlying causes of car congestion on the bridge. This will only remove one lane of moving traffic.

Thank you for accepting this comment, and for your commitment to oppose the pathway closure.

Caitlin Trahan, Richmond, CA
Scientist, Mother, Cyclist, Public transit rider

March 11, 2025

TO: Chair Wasserman, Commissioners, and Staff,
Bay Conservation and Development Commission (BCDC)
Metro Center
375 Beale Street, Board Room
San Francisco, CA 94105

FROM: Jon Spangler
Alameda, CA

RE: Feedback/Public Comments on BCDC Board Richmond-San Rafael (RSR) Bridge
and BATA/CalTrans Proposals (For March 20 - Item 8)

I attended the January 16 BCDC workshop from 1:00 pm to 3:45 pm via ZOOM but was unable to offer a public comment on Item 8 due to personal time constraints. The following are my personal comments: this letter does not represent the views of the BART Bicycle Advisory Task Force that I then chaired. (A letter from the BBATF was submitted separately on January 16.)

Here are four factors that BCDC Commissioners should consider during their permit deliberations on March 20:

1. Marin County government agencies (the Golden Gate Bridge District and Marin County Supervisors) voted to not join the Bay Area Rapid Transit District (BART) in the early 1960s, which contributed directly to today's RSR bridge congestion;
2. Marin County residents and governmental bodies have long opposed building sufficient affordable workforce housing close to jobs in the county's urban areas, contributing significantly to today's regional roadway, freeway, and bridge congestion;
3. The current BATA-CalTrans proposal changes multiple independent Pilot Project variables and policies mid-course despite the inadequate, incomplete, and/or conflicting data from Phase 1. This makes for highly problematic and unreliable decision-making by any public bodies involved, including BCDC and MTC;
4. Several imminent congestion-reduction projects scheduled for completion in 2026 for the westbound approaches and nearby surface street will greatly improve westbound traffic flow across the Richmond-San Rafael Bridge.

A more detailed discussion of each point follows below.

I. THE GOLDEN GATE BRIDGE DISTRICT and MARIN COUNTY SUPERVISORS OPPOSED BART IN THE EARLY 1960s, CONTRIBUTING TO BRIDGE CONGESTION

The Marin County Supervisors decided in 1961 to not place on the ballot a measure for voters to consider joining the BART District. In doing this, they followed the lead of the Golden Gate Bridge District Directors' 1961 vote against allowing BART to use the Golden Gate Bridge.

Of the three engineering reports that examined the feasibility of BART using the GG Bridge, two concluded that the bridge could support the additional loads. Only the report conducted by the GG Bridge District's own engineer reached the opposite conclusion, that the bridge might not be able to safely handle the additional loads.

The actual reason the GG Bridge District Directors opposed BART coming to Marin County was most likely the fear of losing auto toll revenue from a projected reduction in vehicle traffic, had BART been approved and connected to Marin County.

II. MARIN COUNTY HAS OPPOSED AFFORDABLE WORKFORCE HOUSING NEAR JOBS

For many decades, Marin County residents and many jurisdictions have actively opposed the construction of sufficient affordable multifamily workforce housing close to jobs. This forces teachers, firefighters, and workers in construction, retail, businesses, and restaurants that Marin County residents want nearby to commute long distances from their more affordable homes in distant Contra Costa, Alameda, and northern Marin counties.

Many east bay residents are now forced to drive across the RSR Bridge to their Marin County jobs are contributing to bridge and roadway congestion because of Marin County's deliberate and continuing resistance to building adequate local affordable housing.

III. BRIDGE PILOT PROJECT DATA INSUFFICIENT, INADEQUATE TO JUSTIFY CHANGING MULTIPLE INDEPENDENT VARIABLES 'MID-STREAM' DURING PHASE 2

Throughout the January workshop presentations, BATA and CalTrans staff repeatedly referred to the lack of sufficient available, clear, and timely data from the RSR Bridge Pilot Project's Phase 1 (2019-2024). How can Commissioners make a reliable decision regarding the first phase — much less approve a second phase that will change several of the significant independent variables studied during Phase 1 — when the data is unavailable, unclear, affected by the COVID epidemic, and/or incomplete? I share and endorse the similar concerns that Commissioner Marie Gilmore raised in her remarks during the January 16 Q & A session.

Reduced multi-use bridge path access is only one of the variables scheduled for major changes "mid-stream" without adequate reliable and consistent data on which to base clear choices. And the current incomplete existing data is about to become even less comparable and dependable in light of planned major improvements to the toll plaza, bridge approach and local streets that will speed westbound traffic flow.

IV. MAJOR WESTBOUND APPROACH IMPROVEMENTS ARE IMMINENT (2025-2026)

in 2026, the significant Richmond Forward and toll plaza congestion-reduction improvements to westbound traffic flow should be completed, offering a reduction in westbound travel times of about 15 minutes. To clearly measure the impacts of these changes, Phase 1 of the Pilot Project should be extended — without modifications — through 2027 without reducing RSR Bridge multi-use path and Bay Trail access for 80% of every work week.

Closing the multi-use path for four workdays every week will drastically curtail Bay Trail access, transportation equity, and fitness options for recreational and commuting path users. The projected improvements in westbound traffic flow above will reduce the need to close the multi-use path. Extending Phase 1 “as is” through 2027 also supports more reliable and comparable measurement of the discrete impacts of these pending improvements.

CONCLUSION - RECOMMENDATIONS

In light of the incomplete, unavailable, COVID-influenced, and less-reliable data collected during Phase 1, plus the pending implementation of significant improvements that will speed westbound traffic flow, why not suspend the on-the-bridge changes suggested for Phase 2 and extend the Phase 1 Pilot Project through 2027? This would allow for more reliable evaluation of the upcoming westbound bridge access improvements along with the continued 24/7/365 availability of the Multi-use Path, rather than clouding comparisons of Phase 1 and Phase 2 data by eliminating the Bay Trail access during 80% of the work week.

In addition, it offers time to MTC and other regional and state agencies to push Marin County to: a) provide more affordable local workforce housing for its workers and, b) support better regional transit service to and from San Francisco and Contra Costa counties. Both of these are far more sustainable long-term solutions than proposals that prolong continued traffic congestion from single-occupancy vehicle traffic on the RSR Bridge.

Thank you for considering my personal comments on the issues covered during your January 16 Richmond-San Rafael Bridge Workshop as you vote on March 20.

Respectfully submitted,

Jon Spangler
2060- Encinal Avenue, Apt B
Alameda, CA 94501
510-846-5356 mobile
goldcoastjon@gmail.com

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan_Katharine@BCDC)
Subject: FW: Richmond-San Rafael bridge is fine
Date: Thursday, March 13, 2025 9:40:40 AM

fyi

From: Alice LoCicero <dralicelocicero@gmail.com>
Sent: Wednesday, March 12, 2025 9:05 PM
To: BCDC PublicComment <publiccomment@bcdcc.ca.gov>
Subject: Richmond-San Rafael bridge is fine

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

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

The Bay Area Council's hysteria over traffic westbound on the Richmond-San Rafael bridge in the morning is totally unjustified. I drive from Richmond to Corte Madera at least once a week on a weekday morning. Sometimes I am on the bridge at 7:30; sometimes 8; sometimes later. I have never once been seriously delayed.

I don't understand the motivation for such fear-mongering. Please leave the bridge as it is.

Alice LoCicero

*Alice LoCicero, Ph.D., MBA
Board Certified Clinical Psychologist
Clinical Faculty, The Wright Institute*



COUNCIL OF INDUSTRIES
P.O. BOX 70088, PT. RICHMOND, CA 94807
(510)215-9325

**In Support Of
Permit Amendment
Richmond San Rafael Bridge**

March 10, 2025

**Chair Wasserman and Commissioners
Bay Conservation and Development Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
By Email: publiccomment@bcdc.ca.gov**

March 12, 2025

Dear BCDC Commissioners:

We write to you on behalf of the Board of Directors and Members of Council of Industries to support the discontinuance of the dedicated bike lane on the Richmond San Rafael Bridge. Other State agencies have agreed that the overall usage does not warrant the continuance of a dedicated bike lane. As Richmond residents, stakeholders, and voters, we know better than anyone else the impacts of this dedicated lane as we see, hear, and breathe the impacts every day.

Disadvantaged Community

As you are aware, Richmond is a Disadvantaged Community under the Air Resource Board definitions. This means that our name is not Marin County, where they received an expedited response from politicians and work began on a 24 hour basis to restore their lane in a compromised agreement. Richmond endures the same traffic backup that Marin had, with the only difference being that it is a morning backup rather than an evening backup. Richmond may not have the same financial resources as Marin County, but we do have the same health and quality of life issues.



COUNCIL OF INDUSTRIES
P.O. BOX 70088, PT. RICHMOND, CA 94807
(510)215-9325

No Precedent

Adding to the negative effects of this dedicated bike lane is the fact that no other transportation bridge in California has had a lane taken away from it for the use of a small number of pedestrians and bicyclists. This bridge is a multi billion dollar asset of the State and the people of California. The Richmond San Rafael bridge was designed as a vehicle traffic bridge and does not offer the safety aspects of the Golden gate Bridge or the East span of the Bay Bridge, both of which were built with bicyclists in mind.

Health Impacts

As a disadvantaged Community, Richmond was able to receive funds from AB 617 which were used for additional air monitoring stations. The results of this monitoring concluded that particulate matter in Richmond had three major sources: Highways 80 and 580, the refinery, and port operations. Traffic backs along the 580 approach to the Richmond San Rafael bridge are a major source of particulate pollution in Richmond.

Conclusion

We agree with other State agencies that have already voted to discontinue the dedicated bike lane pilot. The number of bicycles and pedestrians using the dedicated lane are far too small to justify the negative impacts to drivers and to the residents along the approach to the bridge. We ask: Would you support the closure of a lane on the Bay Bridge, Carquinez Bridge, the Benicia Bridge, or the Eastbound lanes of the Richmond San Rafael Bridge? Of course not. Any why? Because these are more affluent communities and are not disadvantaged communities, and quite frankly, the voters and the residents would not stand for it as demonstrated by the successful reacquisition of the Eastbound lane by Marin County.

Now we ask you to represent the residents, businesses and voters of the communities who are negatively impacted on a daily basis and to vote to discontinue the bike lane pilot and work on a compromise solution similar to the one made with Marin County.

Sincerely,

Rauly Butler

Rauly Butler

Executive Director

rauly@councilofindustries.com

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan_Katharine@BCDC)
Subject: FW: Richmond/San Rafael Bridge lane change
Date: Thursday, March 13, 2025 9:41:01 AM

FYI

From: MARCIA MCLEAN <marciacan@me.com>
Sent: Wednesday, March 12, 2025 11:15 PM
To: BCDC PublicComment <publiccomment@bcdcc.ca.gov>
Subject: Richmond/San Rafael Bridge lane change

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

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

I support the BCDC proposal to use the third lane west. It makes sense
Nothing is impossible. The word itself says "I'm possible!"
Audrey Hepburn

Marcia

Marcia McLean
(415) 246-1994 cell
KM6DQR

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan_Katharine@BCDC)
Subject: FW: 03/20/25: Item 8
Date: Thursday, March 13, 2025 9:39:58 AM

FYI

From: Tianna M-R <tjmeriage@gmail.com>
Sent: Wednesday, March 12, 2025 5:43 PM
To: BCDC PublicComment <publiccomment@bccdc.ca.gov>
Subject: 03/20/25: Item 8

Some people who received this message don't often get email from tjmeriage@gmail.com. [Learn why this is important](#)
WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Thank you for bringing this important issue into consideration. I'm sorry I'm unable to attend publicly, but I'm actually at the job that takes me across the bridge every weekday morning.

There were 5 emergency vehicles trying to get through traffic on the approach to the bridge just last week and I thought "how are they going to get to the people in need?"

They ended off turning off on the last exit but I couldn't help but be reminded of this initiative to modify the bridge.

The modifications will make it safer for all of us thousands who have to go over that bridge to our jobs on a daily basis. As it is now, there is no lane for emergency vehicles and no space for Cal trans vehicles to make it through in a timely manner. And there is no safe zone for stalled vehicles to land in. These are number one concerns.

Then you have the traffic that builds up beyond the approach to the bridge. This occurs not only on a regular commute but add an accident or a stalled vehicle and a 30-40 minute commute becomes a 90 minute commute very quickly.

The neighborhoods on the approach to the bridge are impacted. The employers on the other side of the bridge are affected. Us employees are affected. All for the benefit of 1-2 cyclists (if that) that I see on my commute each day.

I'm all for green...I have an EV. But not to benefit the needs of some in place of safety for the many.

Thank you for your consideration.

Respectfully,

_Tianna

From: [Abby Guild](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 6:15:09 PM

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

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

Hi Sierra,

I am reaching out as a resident of Fairfax and a graduate school student who relies on bike access to the Richmond-San Rafael Bridge for commuting to class every day. One of the reasons I chose to attend grad school in Oakland while living in Marin is because of the bike path on the RSR bridge. Without this bike access, my commute is about to get a lot more expensive-- a cost I can't afford while living on student loans with no income.

Please make sure that myself and others who rely on this bridge access don't lose the opportunity to commute via bike throughout the Bay Area!

Best,
Abby Guild
Doctoral student of occupational therapy at Samuel Merritt University
Fairfax, CA resident

From: [Alexander Hale](#)
To: [Peterson, Sierra@BCDC](#)
Subject: March 20th BDCD meeting public comment: Richmond San-Rafael Bridge Pilot Project Modifications
Date: Thursday, March 13, 2025 6:37:24 PM

[You don't often get email from halealexander@icloud.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.

Keep the bike path
Sent from my iPhone

From: [angela kim](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 9:05:34 PM

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

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

Hello,

As someone who lives car-free in Oakland, the Richmond bridge trail is important to me because it's an important transit corridor for bikes that connects the East and North Bay. By keeping this transit corridor open, you are standing with weekday commuters and transportation justice. Please protect this corridor for cyclists who need this commute available to them.

Sincerely,
Angela
they / them

From: [Arvi Sreenivasan](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 4:26:13 PM

You don't often get email from ams100@gmail.com. [Learn why this is important](#)

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

Hi, I'm emailing to strongly support preserving 24/7 access to the bike & pedestrian on the RSR bridge. I'm an Oakland resident, and I work in San Francisco. I've used the path to commute to work, and for recreation on the weekend.

There's no robust evidence that removing this path will provide any environmental benefit, or that it will relieve car congestion or incident response time. Meanwhile, we'll never build a viable network for bike transit if we rip out vital links as we go.

I hope we can do the right thing, it makes a huge difference! Thank you very much.

-Arvi Sreenivasan

From: [Bill Hofmann](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 7:01:02 PM

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

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

Please vote to keep the Richmond San Rafael Bridge open. It provides a critical link for non-automotive access, both for work and recreation. The studies done on the bridge path have shown that it has NO impact on traffic, and if the opening is just for breakdown, it should have no plausible impact in the future.

Thanks!
-Bill

Bill Hofmann (he/him)
Berkeley, CA
+1 510 387-0952

From: [Blair Peterson](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 4:49:34 PM

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

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

Hello,

As a Marin County resident and frequent user of the RSR Bridge path I would like to register my VERY STRONG SUPPORT for keeping the path open. It is a critical link for non-motorized connectivity between Marin and the East Bay. I use the path frequently to travel by bike to various meetings, business, shopping and recreation in Richmond, Albany, Berkeley and Oakland.

To close the path would be a terrible step backwards in non-motorized Bay Area connectivity.

I am also a frequent driver on the RSR bridge (for over 15 years it was my daily commute). As a driver, I do not see a significant advantage to eliminating the bike path.

Please keep the path open.

Thank you,
Blair

Blair Peterson
Mill Valley, CA

From: [Bruce 'Ole Ohlson](#)
To: [BCDC PublicComment](#)
Cc: [Bike East Bay Dani Lanis](#)
Subject: Bicycle & Pedestrian Path on Richmond San Rafael Bridge
Date: Thursday, March 13, 2025 10:39:51 PM

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

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

Dear BCDC,

Please keep the Bicycle & Pedestrian Path on Richmond--San Rafael Bridge.
Please add a bicycle and pedestrian path on the West Span of the Bay Bridge.
It is VERY reasonable to have bicycle access across every Caltrans-operated bridge in the Bay Area.

Thank you.

All best wishes

~Ole

Bruce 'Ole' Ohlson aka "Mister Bicycle"

Contra Costa 511's Bicycle Champion of the Year for 2024
Delta Group Sierra Club
Bike East Bay
Delta Pedalers Bicycle Club
Contra Costa Countywide Bicycle Advisory Committee
CCTA Bicycle & Pedestrian Advisory Committee
Caltrans District 4 Bicycle Advisory Committee
TRANSPLAN appointee to Highway 4 Integrated Corridor Management Study

From: cadencechance@icloud.com
To: Peterson, Sierra@BCDC
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 4:24:33 PM

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

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

Dear Sierra,

The Richmond bridge trail is important to me, and I want to state my support for maintaining 24/7 bridge trail access.

I am a life-long bicyclist, and love the Richmond Bridge trail. The trail is so special.

Please keep it open for all!

Cadence Chance

From: [Charles Almy](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: March 20th BDCD meeting public comment: Richmond San-Rafael Bridge Pilot Project Modifications
Date: Thursday, March 13, 2025 8:03:33 PM

You don't often get email from charles@almy.net. [Learn why this is important](#)

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

Dear BCDC Executive and Commissioner Liaison Peterson,

Dear BCDC, I strongly urge you to **close the bicycle lane during commute times as planned**. I also urge full removal of the bike lane altogether and replacement with a 3rd vehicle lane on the upper deck. The multi-use path is unfair, socially unjust and environmentally reckless.

- Weekday average traffic according to the MTC is 65'000 vehicles and 119 bicycles plus pedestrians. The bike lane gets 33% of the bridge for 0.2% of the traffic. This number has not exactly been skyrocketing either.
- Thousands of housekeepers, gardeners and tradespeople have to sit in traffic on their way to Marin to work so a handful of typically wealthy, white, retired bicyclists get to recreate. This is socially unjust.
- The upper deck at 2 lanes is a chokepoint between 3 lanes on the Richmond side and 2 lane 580 + 1 lane Sir Francis Drake.
- For anybody who says that adding lanes does not decrease traffic, let me offer a counterpoint: the lower deck! By BCDC data, wait times are down 14-17 minutes, meaning a savings of more than 30000 lbs of co2 per day. Please do the same for the upper deck!

I understand that a vocal minority of bicycle zealots wants unfettered access. But what about the wants of the silent 99.8%? I have commuted across the bridge for the last 11 years and have seen what works and what doesn't. Please put an end to this madness.

Thank you for your time and consideration.

Charles Almy

From: [Chris Garland](#)
To: [Peterson, Sierra@BCDC](#)
Subject: March+20th+BD+meeting+public+comment:+Richmond+San-Rafael+Bridge+Pilot+Project+Modifications
Date: Thursday, March 13, 2025 5:52:26 PM

You don't often get email from garlandmrgarland5@gmail.com. [Learn why this is important](#)

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

My name is Chris Garland. I'm a resident of Oakland CA. I, like many others people in the East Bay, I'm a bike enthusiast. My family and I ride our bikes across the RSR bridge on many occasions since the bike lane was created. It's a great way to enjoy our time together. Closing the bike lane cuts off riders who use it for commuting as well for enjoyment. With the rise in popularity of Ebikes, it would be beneficial to so many residents of the Bay Area, who aren't familiar with the San Francisco Bay Trail, to come and experience a beautiful bike riding adventures with family and friends. So I'm asking the committee to reconsider closing the bike lane during commute hours.

From: [Claire Mirocha](#)
To: Peterson, Sierra@BCDC
Subject: re: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 6:12:32 PM

You don't often get email from claire_mirocha@berkeley.edu. [Learn why this is important](#)

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

Dear Sierra Peterson,

Crossing the RSR bridge by bicycle is a vital part of my life here, and this is true for many others in my community as well. I relied on it exclusively to commute to volunteer sessions when I tutored math at Mount Tamalpais College at San Quentin, and I use this same bicycle access to see family members, friends, and nature, all of which are crucial connections for me as a graduate student in the East Bay.

Closing it will be a huge step backward for sustainable transit in a region that prides itself on this issue, and congestion and private vehicle usage will continue to explode and cause huge delays and inefficiencies. I urge you to keep the bridge open to all.

Thanks for your time,
Claire

From: [Elliot Schwartz](#)
To: [Peterson, Sierra@BCDC](#)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 4:21:34 PM

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

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

Please keep the RSR Bridge Path open. It would be unconscionable to completely deny access to the Bay crossing for people on foot and bicycle, just in order to get more cars driving during rush hour.

Elliot Schwartz
San Francisco

From: [Jarrod Cooper](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 4:48:29 PM

You don't often get email from ja2xrod@me.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.

ALCON,

As a disabled US combat veteran who lives in Alameda County, I use the RSR Bridge Path as way to manage my PTSD symptoms with the daily serenity of riding my bicycle over to Marin county and across the GG bridge.

Please don't take this therapeutic option from my life and those like me.

Thank you for your consideration.

V/r,
Jarrod "Coop" Cooper
@ja2xrod
Sent from my brain.

From: [Jenny Oh](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson.Sierra@BCDC)
Subject: Please Preserve 24/7 Access to Cyclists & Pedestrians on the RSR Bridge
Date: Thursday, March 13, 2025 6:41:25 PM

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

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

Dear Sierra,

The RSR Bridge path is a vital link for those who walk and bike. I've personally relied on it for both commuting and recreation, and many of my friends in nearby communities have, too.

Closing it won't solve congestion or environmental issues, but it will make sustainable transit harder. Please keep it open for the community. Thank you!

Best,

Jenny Oh Hatfield

From: [Josh Cohen](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 10:05:51 PM

You don't often get email from joshcohen724@gmail.com. [Learn why this is important](#)

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

Hello,

My name is Josh Cohen, and I am a resident of Oakland. I am emailing you to urge you to maintain 24/7 access to the RSR Bridge Path. It is crucial to provide pedestrians and people on bikes straightforward and reliable access all days of the week to travel between Richmond and San Rafael.

The bridge is used by folks commuting both directions and is also used for recreation. Please don't let the misinformation from Chevron-funded groups color the reality that this is climate-resilient infrastructure and is key to the Bay Area's future. This is an equity issue as well.

Thank you,

Josh

From: [Josh Harvey](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 9:24:18 PM

You don't often get email from hothbase8@gmail.com. [Learn why this is important](#)

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

Hello,

I'm an avid bike commuter that doesn't have ready access to a car and as such relies on permanent bike infrastructure to commute daily.

The Richmond-San Rafael Bridge bike lane is a critical component of infrastructure in the bay area's bike network and must remain open. Furthermore, many studies have shown that increasing road capacity almost never decreases congestion for more than a few years. The only reliable ways to reduce congestion are congestion pricing, mode shift, and alternative transit (like bikes). Please keep the bike lane open permanently.

Thank you and best wishes,
Joshua Harvey

From: [Kevin Wang](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson.Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 10:16:45 PM

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

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

Please keep the bicycle path across the bridge, it's a critical link with no viable detour.

- Kevin

From: [LOUIS FLORES](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 03/20/2025 BCDC Item 8 RSR Bridge Path
Date: Thursday, March 13, 2025 4:28:25 PM
Importance: High

You don't often get email from louisflores2468@comcast.net. [Learn why this is important](#)

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

Hello,

I feel strongly that the bridge trail is important for a number of reasons. First, it gives bicycle riders and hikers an opportunity to cross the bay without the need of a vehicle which burns fossil fuels. Secondly, it gives Bay Area residents an opportunity to cross the bay in a manner in which they can enjoy the climate, outdoors, and views. Finally, it is one piece of the puzzle in the reduction of Green House Gases which are detrimental to all of us. Business as usual is not a solution to the Climate Crisis.

Thank you for your understanding.

I hope that your commission takes a courageous step on this matter.

Future generations will look back on your decision.

Take Care, Lou Flores

(925) 550-9775

From: [Masha Gutkin](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 4:39:14 PM

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

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

Hello - I am writing in protest of the proposed action to close RSR bridge bike/walking path M-Thurs. The option to commute to the N. Bay from the E. Bay without a car is a game changer, as is just the option to enjoy the bridge and take advantage of it _without a motorized vehicle_. Something that should be possible on EVERY bridge in the Bay. Taking this away would be a huge step backwards as we work towards to a more climate-change-resilient bay area. Let's not move backwards!

Masha Gutkin

From: [mattison ly](#)
To: [Peterson, Sierra@BCDC](#)
Subject: March 20th BDCD meeting public comment: Richmond San-Rafael Bridge Pilot Project Modifications
Date: Thursday, March 13, 2025 8:35:24 PM

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

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

Hi,

My family and I are avid bicyclists. We use our bikes daily to get around town and to explore the Bay Area. We encourage you to support keeping the Richmond San Rafael Bridge bike path open for all to use. It's one of the ways that we can contribute to a more green, sustainable way of living, by using zero carbon transportation methods.

Thank you.
M.L.

From: mellie@earthlink.net
To: [BCDC PublicComment](#)
Subject: Richmond bridge
Date: Thursday, March 13, 2025 4:40:56 PM

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

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

Sirs/Madams.

I am at a loss to understand why this bike lane “experiment” continues. It has been a complete fiasco, and an enormous waste of public funds. So that 60 elitist bicycle riders can pedal across a bridge, indulging in their hobby, hundreds of thousands of voting, tax paying citizens are inconvenienced.

1. There are so few bike riders it is almost a joke. These are hobbyists. When you were providing a shuttle, you knew very few riders used the bridge, but you still went ahead with the experiment – apparently you thought that by some magic more riders would materialize, they didn’t
2. A few dozen spandex clad bike riders believe it is their right to have an expensive lane dedicated to their hobby. They claim it is for the good of the environment. RUBBISH. Thousands of cars idling for hours every week is not good for anything
3. The hours people waste trying to get to/from their jobs while looking at an empty lane is a travesty.
4. Just because the bike riders are loud and vocal about their demands, does not make them right. If a bunch of tennis players wanted a lane on the bridge to hit balls you would never do that – so why did you submit to the whims of bike riders?
5. This “experiment” has cost almost \$40 million, and that does not include the costs of incremental pollution, wear and tear on both vehicles and driver health.

Continuing this fiasco makes California, and the Bay area, look ridiculous, as if we don’t have enough crazy ideas already. Given the usage of said bike lane, it should be completely removed 7 days a week, but I suspect you will not have the courage and moral fortitude to do that.

So, getting rid of the bike lane Monday through Friday and letting the hobby riders swan across the bridge on weekends would be the very least you can do for the people of the North Bay.

Sincerely

M Donaghy

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan_Katharine@BCDC)
Subject: FW: Richmond Bridge
Date: Thursday, March 13, 2025 9:40:20 AM

FYI...

From: Michael Turpin <mturpin@bayareanewsgroup.com>
Sent: Wednesday, March 12, 2025 5:48 PM
To: BCDC PublicComment <publiccomment@bccdc.ca.gov>
Subject: Richmond Bridge

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

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

Please make the change

The dedicated bike lane isn't practical and is unfair. The traffic and accidents it lends itself to are enough alone to end the solo bike lane.

It's also a socio economic matter. People who need the lane to come to Marin to work certainly outweighs the biking hobbiests' need for the lane.

It's a terrible optic to see a sea of traffic backed up in the morning and then one or two cyclists coming across. It makes my blood boil.

Thank you

From: [MJ Baumann](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson.Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 5:25:23 PM

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

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

To whom it may concern-

One of the very best things about living in CA is its bike friendly mind set. From the beginning I have felt that the bike lane on the Richmond Bridge was a brilliant idea that is beneficial in so many ways.

Please make sure that it stays in place so that bikers can continue to benefit!

Very sincerely,

MJ Baumann

1301 Walnut St

Berkeley CA 94709

From: [Morris Gevirtz](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 4:34:55 PM

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

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

Dear Board Members, elected officials and attendees,

The bike lane on the RSR is a critical piece of infrastructure that helps reduce congestion and increases recreational access to people of all ages. Seniors and retired folks use this bike path on weekdays.

Making this path available to cars again will not solve any problems. You are undoubtedly familiar with the concept of induced demand.

If transportation matters, what Caltrans and other transportation authorities should consider is connecting BART to Marin Co. and the SMART train to BART/Amtrak. This would VASTLY reduce bridge demand, extend road longevity and reduce traffic.

Respectfully,

Moe Gevirtz

Moe Gevirtz
Data Ops Guy, Linguist and Amateur Sailor

[A short work of fiction](#)
[My personal website](#)

From: [Nicholas](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 7:23:45 PM

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

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

Please save the Richmond Bike Bridge!

Many families rely on this vital connection for not just commuting to reduce pollution but to save their budgets.

It's also essential for fitness and for community links, safety, wellness.

Thank you,
Nicholas

From: [Peter Hoffman](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 5:24:19 PM

[You don't often get email from dei.peter@prodigy.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

The benefit to automobiles that might be realized by removing the bike lane is fairly minimal. An extra "breakdown" lane will only help during the short period of morning commute traffic and only in the case of a damaged vehicle that needs that breakdown lane Breakdowns during the morning commute might occur several to perhaps a dozen times a year. The other 200 days will witness no improvement in drive times.

By contrast, the cost to bicyclists of removing this lane is 200+ days of bridge closure per year. Grossly out of proportion to the benefits for motorists.

Already the bridge provides 5 lanes for automobiles to 1 lane for bicycles... That seems fair and not terribly onerous to motorists.

Bicycle access should be a fundamental right... just as curb cuts for wheelchairs are required at all intersections regardless of how many wheelchair users are using them. This is simply what a civilized society requires.

Thanks,

Peter Hoffman
Berkeley, CA 94706
40 year resident

From: [richard.northing](#)
To: [Peterson, Sierra@BCDC](#)
Subject: March 20th BDCD meeting public comment: Richmond San-Rafael Bridge Pilot Project Modifications
Date: Thursday, March 13, 2025 11:50:07 PM

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

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

Sierra - please keep the RSR Bike Path open! I ride to Marin and back from Walnut Creek at least once per week, and if you close the bridge during weekdays I will be forced to take car or Bart.

Thank you, Richard.

----- Richard Northing rjnorthing@yahoo.com 925-250-4576

From: [Sarah Boudreau](#)
To: [Peterson, Sierra@BCDC](#)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 9:59:25 PM

You don't often get email from boudreau.sarah.m@gmail.com. [Learn why this is important](#)

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

The Richmond-San Rafael bridge trail is important to me because it's the only way to access Marin from the East Bay and vice versa on bicycle, a sustainable, low congestion, and equitable mode of transit and exercise. I support maintaining 24/7 bridge trail access for bicycles and I hope you do, too. Please stand with us at next week's board meeting.

Thank you,
Sarah

Sent from my iPhone

From: [Shay Elkin](#)
To: Peterson, Sierra@BCDC
Subject: Comment for 3/20/25 BDCD Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 5:16:03 PM

You don't often get email from shay@elkin.io. [Learn why this is important](#)

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

Dear members:

I am writing to express my strong opposition to the proposed reduction of the bike and pedestrian lane on the upper deck of the RSR bridge. I urge you to maintain this lane for non-motorized vehicle use at all times.

The addition of the multi-use lane to the RSR bridge was a welcome improvement, and I am deeply concerned that some are advocating for its reversal. This lane provides essential non-car transportation access between the East Bay and the North Bay, which is not available through any other means.

The bridge serves both recreational and commuting purposes, especially as more people adopt electric bikes as an environmentally friendly and cost-effective mode of transport, and with the good weather we often have, a bike commute, electric or non-motorized, over the RSR bridge is very feasible year round. But without this lane, this would be impossible.

Reducing access to the bridge would benefit no one, including drivers. Induced demand would maintain current traffic congestion and slow speeds, and we would all suffer from increased pollution and car dependency.

I urge you to vote against reducing the path use, and to keep the non-vehicular path open to all, 24 hours a day, 365 days a year.

Thank you for your consideration.

Sincerely,
Shay Elkin
2919 Lorina Street,
Berkeley 94705

From: [Tommaso Boggia](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Thursday, March 13, 2025 4:20:30 PM

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

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

Dear Bay Conservation and Development Commission:

The McAteer-Petris Act charges you with promoting and protecting public access to the Bay. On this, and this ground alone, you should vote to protect the Richmond Bridge bike path. Bike lane or no, drivers have public access. People who do not drive (by choice or need) deserve universal access as well. I've heard commissioners bring up connector buses as an argument for why we currently have access, but that, frankly, is extremely ignorant of the lived experience of people who don't have access to drive.

Put yourselves in the shoes of Bay Area residents who don't have access to cars. Would you happily wait 1 hour for a bus to come with the possibility that their bike rack is full and you'd have to wait another hour? Would you be ok with knowing that what you wanted to do in Marin couldn't happen because it happens outside of the bus operating hours? These are not questions that car drivers ever have to ask themselves, but that transit-dependent people are all too familiar with.

Your responsibility is not to shave a dubious (research on this topic is not statistically significant or conclusive) couple of minutes from drivers' commute. It is to protect and promote public access. The bike lane expanded public access. Removing or limiting their hours reduces public access. That's it. That is your charge. Don't overstep it in defense of petronormativity.

Tommaso Nicholas Boggia
Oakland, CA, 94607

--

Tommaso Nicholas Boggia
(831) 234 4507

From: [Ben Paulos](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: Comment on April 3 meeting agenda item number 8 "Public Hearing and Possible Vote on an Application by the California Department of Transportation for the Richmond-San Rafael Bridge Pilot Project Modifications"
Date: Friday, March 14, 2025 4:03:10 PM

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

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

Dear MTC,

I would like to comment on the April 3 meeting agenda item number 8 -- "Public Hearing and Possible Vote on an Application by the California Department of Transportation for the Richmond-San Rafael Bridge Pilot Project Modifications."

I urge the MTC to keep the bike/mobility lane open seven days a week, rather than the expensive reversion to a breakdown lane with a "zipper barrier."

I don't think MTC realizes the vision for the lane — it is not just about recreation, but about providing a **low cost, low carbon, and congestion-relieving way for workers** to get from the East Bay to Marin.

Marin County has a serious shortage of affordable housing, forcing service workers to live in the East Bay and undertake an expensive and time-consuming commute over the bridge. Owning, insuring, maintaining, and operating a car is a significant expense for low-income workers, not to mention the bridge toll and the time spent in congested traffic.

The advent of electric bikes and other electric mobility devices (scooters, etc.) has made a non-car commute viable and attractive. A high quality, long range e-bike can be purchased for around \$1,500, with extremely low operating and maintenance costs, and no gasoline, insurance, or bridge toll costs.

There is a push by many government agencies to encourage e-bike adoption, with rebates for income eligible households --

- MTC briefly offered [\\$1,000 rebates for e-bikes](#) to low-income commuters, but discontinued the program in June 2024, presumably due to a positive response and limited funds.
- The state Air Resources Board also offered a [e-bike rebate](#) of up to \$2,000 that was sold out in a matter of minutes due to extremely high demand. They plan to make additional funding available this year.

- BAAQMD offers an e-bike option under their [Clean Cars For All](#) program, where a driver can trade in an old gas car and get \$7,500 for an e-bike, accessories, and transit credits. This program may be going statewide this year.
- Ava Community Energy and Alameda County are preparing to roll out a [new incentive for e-bikes](#) this year, larger even than the state program, with a budget of up to \$12 million.

Clearly government policy is in favor of non-car mobility. There are going to be a lot of Bay Area people on e-bikes in coming years. Closing off the RSR lane for commuters will block East Bay workers from a clean, quick, convenient, and low cost commute to Marin.

I urge you to not only keep the lane open weekdays, but also redouble your efforts to promote this kind of commute. Your brief rebate was helpful, but not sustained enough to promote the vision to workers who may not see the advantage of e-biking over the bridge.

Thank you,

Ben Paulos

1331 Peralta Ave.
Berkeley, CA 94702

<><><><><><><><><><>

Bentham Paulos
benpaulos@gmail.com
Cell: 510-912-3001

From: [ben poole](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Friday, March 14, 2025 12:34:18 PM

You don't often get email from benjamin.j.poole@gmail.com. [Learn why this is important](#)

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

Sierra,

I am writing to support keeping open the 24/7 bike access to the Richmond-San Rafael Bridge Trail.

Access to the bridge is important to me because it has allowed for a bike commute from Oakland to the City without the use of transit or a car which has been de-stressing and healthy for me personally.

Thanks,
Ben

From: [ben poole](#)
To: [BCDC PublicComment](#)
Subject: 4/3/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Friday, March 14, 2025 12:42:52 PM

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

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

To Whom It May Concern:

I am writing to support keeping open the 24/7 bike access to the Richmond-San Rafael Bridge Trail.

Access to the bridge is important to me because it has allowed for a bike commute from Oakland to the City without the use of transit or a car which has been de-stressing and healthy for me personally.

Thanks,
Ben

From: [Blaine Merker](#)
To: Peterson, Sierra@BCDC
Subject: RSR Bridge bike lane
Date: Friday, March 14, 2025 9:11:37 PM

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

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

Please keep the bike lane. I use it to bike from Berkeley to San Rafael. It is important to connect our whole region around the Bay with ways for people to travel other than cars. The RSR bridge is the only place this route can happen. I was able to bike across the Bay with my 2 kids and we would like to keep doing so. Being on the bridge in the open air connects people to the Bay in a totally different way than inside of an automobile.

Thank you,

Blaine Merker
1624 Acton St, Berkeley, CA 94702

From: [Blake Ohlig](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Friday, March 14, 2025 9:30:12 AM

You don't often get email from bohlig@vistability.org. [Learn why this is important](#)

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

I'm reaching out today to please encourage you and everyone on the BCDC board to support maintaining 24/7 bridge trail access on the RSR bridge for pedestrians and cyclists. I work in Richmond and live in San Rafael and commute over this bridge for work. Please help to maintain a lifeline here for everyone. It would be a devastating blow to cut off access to Marin and so several a critical link of cycling and pedestrian infrastructure.

Thank you,

--



Blake Ohlig

Program Coordinator Assistant, VistAbility



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

From: [Brahim](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson.Sierra@BCDC)
Subject: March 20th BDCD meeting public comment: Richmond San-Rafael Bridge Pilot Project Modifications
Date: Friday, March 14, 2025 2:30:11 PM

[You don't often get email from bsatoutah@comcast.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

The bike lane was a great accomplishment when it was built and if closed it will never be easy to open it again. Please rethink your decisions and keep it open for future for future generations.

Brahim

Sent from my iPhone

From: [Bridget Lowry](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: Save the Richmond San Rafael Bike Route!
Date: Friday, March 14, 2025 6:57:29 PM

You don't often get email from bridgetlowry22@gmail.com. [Learn why this is important](#)

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

Hello,

As a Marin resident, I strongly urge you to to vote to keep the San Rafael Bike Bridge Bike trail open. This piece of bike infrastructure is critical to building the thriving, healthy, and accessible Bay Area we all are working towards. I use this bike trail frequently to get to BART in the East Bay, and keeping it open helps me and others avoid using cars!

Bridget

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan_Katharine@BCDC)
Subject: FW: Bicycle & Pedestrian Path on Richmond San Rafael Bridge
Date: Friday, March 14, 2025 8:26:54 AM

FYI

From: Bruce Ole Ohlson <bruceoleohlson@hotmail.com>
Sent: Thursday, March 13, 2025 10:40 PM
To: BCDC PublicComment <publiccomment@bcdcc.ca.gov>
Cc: Bike East Bay Dani Lanis <dani.lanis@bikeeastbay.org>
Subject: Bicycle & Pedestrian Path on Richmond San Rafael Bridge

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

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

Dear BCDC,

Please keep the Bicycle & Pedestrian Path on Richmond--San Rafael Bridge.
Please add a bicycle and pedestrian path on the West Span of the Bay Bridge.
It is VERY reasonable to have bicycle access across every Caltrans-operated bridge in the Bay Area.

Thank you.

All best wishes

~Ole

Bruce 'Ole' Ohlson aka "Mister Bicycle"

Contra Costa 511's Bicycle Champion of the Year for 2024
Delta Group Sierra Club
Bike East Bay
Delta Pedalers Bicycle Club
Contra Costa Countywide Bicycle Advisory Committee
CCTA Bicycle & Pedestrian Advisory Committee
Caltrans District 4 Bicycle Advisory Committee

TRANSPLAN appointee to Highway 4 Integrated Corridor Management Study

From: [Celia Woodfill](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Friday, March 14, 2025 6:43:29 AM

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

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

Please keep the Richmond Bridge bike lane open for us recreational riders who enjoy biking across the bay and for those bicycle commuters who need it in order to get to and from work. Thank you very much. Celia Woodfill, Berkeley

From: [Colin Swenson](#)
To: Peterson, Sierra@BCDC
Subject: Comments regarding the Richmond Bridge bike path
Date: Friday, March 14, 2025 3:17:54 PM

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

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

Hello,

I'm writing to urge the commission to retain the existing bike path on the Richmond Bridge. I use this path regularly, and having access to cycling infrastructure will help encourage more folks to use it. I also drive across the bridge regularly and much prefer the cycling path to an additional lane for traffic. Additionally, adding more traffic lanes is not an effective long-term solution for addressing traffic; while encouraging more forms of alternative transport is strategic and thoughtful.

I encourage your team to think strategically about the long term of the planet, and the bay area when making this decision. Please maintain the Richmond bridge bike path in it's current state.

Colin

From: [David Arkin, AIA](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson.Sierra@BCDC)
Subject: March 20th BDCD meeting public comment: Richmond San-Rafael Bridge Pilot Project Modifications
Date: Friday, March 14, 2025 11:22:12 AM

You don't often get email from david@arkintilt.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.

re: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path

BCDC Board:

I write to you today as an East Bay Resident (Albany) who is both a daily commuter by bicycle and a long distance bicyclist, to request you maintain 24/7 bridge access across the Richmond-San Rafael Bridge for cyclists and pedestrians.

Over the past few years I have ridden across the Richmond-San Rafael bridge at least 6 dozen times, in many cases riding to or from our home to a family property near Kenwood in Sonoma County, where we are rebuilding a home lost in the 2020 Glass Fire. Prior to the opening of the bridge this ride would require my crossing the Carquinez Straight Bridge and often riding on Hwy. 37 from 121 to and thru Vallejo; not the safest of routes. Having access to the RSR Bridge has made these sorts of trips safer and more accessible to a great many people, as I can't recall crossing the bridge without there being at least a few—and often many—other riders or walkers.

Encouraging cycling, running and walking as an alternative to driving a car is climate action.

Thanks,

David Arkin, AIA

* * * * *

Arkin Tilt Architects
Ecological Planning & Design

David Arkin, AIA, Architect
LEED Accredited Professional
CA #C22459/NV #5030/OR #6738

1101 8th St. #180, Berkeley, CA 94710
510/528-9830 ext. 202
www.arkintilt.com

"There is no way to peace. Peace is the way."
— A. J. Muste

From: [Peter Hoffman](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Friday, March 14, 2025 5:52:14 PM

You don't often get email from peterw6dei@gmail.com. [Learn why this is important](#)

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

As a 45 year resident of the Bay Area I know that the Richmond San Rafael Bridge is not even close to being the worst traffic congested roadway we encounter. In fact, most of the time drivers routinely exceed the bridge's 50 mph speed limit by 10-15 mph. The half hour of slower weekday morning traffic would not improve with the removal of the bicycle lane except on those rare occasions when there is a disabled vehicle during those few commute hours.

Is that small improvement in traffic flow worth the denial of bicycle access for 4 full days per week? I urge you to continue to allocate one lane (of 6 on the bridge) to bicycles and pedestrians.

Sincerely,
Doris Iaroli
Berkeley, CA

From: [E.J. Crowley](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Friday, March 14, 2025 10:29:52 AM

You don't often get email from ejcrowley7@gmail.com. [Learn why this is important](#)

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

Please maintain 24/7 bridge trail access on the Richmond-San Rafael Bridge. Thorough independent research has confirmed multiple times that closing the trail is not a beneficial long-term solution to improve traffic flow, and so closing the trail in spite of the research is intentionally misinformed action. I do not support resolutions made in defiance of scientific research and fact.

Thank you,
E.J. Crowley

From: gaz@sbcglobal.net
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: March 20th BDCD meeting public comment: Richmond San-Rafael Bridge Pilot Project Modifications
Date: Friday, March 14, 2025 11:16:07 AM

[You don't often get email from gaz@sbcglobal.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

To whom it may concern,

I am a longtime Alameda County homeowner/resident and am writing to voice my support of maintaining the 24 hour / 7 day a week access to the bike path on the Richmond / San Rafael Bridge.

Having car commuted over the bridge for years I believe there is a greater overall benefit to the community at large by have full time bike access versus sacrificing the bike lane for tow truck / pull of lane use during the week.

Thank you for the consideration.

Best,

Gary Helfand

From: [Goldzband, Larry@BCDC](mailto:Goldzband.Larry@BCDC)
To: [Peterson, Sierra@BCDC](mailto:Peterson.Sierra@BCDC); [Pan, Katharine@BCDC](mailto:Pan.Katharine@BCDC); [Tomerlin, Ashley@BCDC](mailto:Tomerlin.Ashley@BCDC)
Subject: FW: Close the Richmond-San Rafael Bridge bike lane
Date: Friday, March 14, 2025 10:28:48 AM
Attachments: [image002.png](#)

More...

Larry Goldzband, Executive Director
San Francisco Bay Conservation and Development Commission
375 Beale St., Ste. 510
San Francisco, CA 94105
Mobile: (925) 818-1751
Office: (415) 352-3653
larry.goldzband@bcdc.ca.gov



From: Blake, Ellen <Blake.Ellen@epa.gov>
Sent: Friday, March 14, 2025 10:23 AM
To: Goldzband, Larry@BCDC <larry.goldzband@bcdc.ca.gov>
Subject: FW: Close the Richmond-San Rafael Bridge bike lane

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

From: Greg Fidler <gregfidler@gmail.com>
Sent: Friday, March 14, 2025 10:04 AM
To: zack.wasserman@bcdc.ca.gov; reisen49@gmail.com; mark.addiego@ssf.net; eddie.ahn.bcdc@gmail.com; Stephen.Benson@dof.ca.gov; Blake, Ellen <Blake.Ellen@epa.gov>; Jenn.Eckerle@resources.ca.gov; peklund@novato.org; dina.el-tawansy@dot.ca.gov; melrgilmore@gmail.com; john.gioia@bos.cccounty.us; rebecca.hermosillo@sonoma-county.org; andrew.gunther@waterboards.ca.gov; karl.hasz.bcdc@gmail.com; otto.lee@bos.sccgov.org; Grace.Kato@slc.ca.gov; mhmashburn@solanocounty.com; smoultonpeters@marincounty.org; lgauthier@smcgov.org; belia.ramos@countyofnapa.org; sean@bayareacouncil.org; Patshow4MV@gmail.com; cesar_zepeda@ci.richmond.ca.us
Cc: Greg Fidler <gregfidler@gmail.com>

Subject: Close the Richmond-San Rafael Bridge bike lane

Caution: This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Dear BCDC Commisioners,

I am writing in support of MTC's effort to close the bike/walk pathway and request that the Commission approve MTC's request.

In fact, the MTC request doesn't go far enough. The lane should be open to vehicle traffic Monday through Friday and not as a non-driveable breakdown lane.

I take this position despite the fact that my family are bike riders and generally support all efforts to improve bicycle access.

However, tens of thousands of cars idle in traffic each week spewing exhaust into the air and adding commute time to thousands of drivers. We drive the bridge regularly and the number of bike riders and walkers we see is miniscule.

Cyclists and walkers who are willing to brave the cold and high winds on the bridge as a recreational opportunity can do so on the weekend. Of the small number of users that have been tallied on weekdays, it's an even smaller subset who are are using the lane to commute by bicycle to their jobs.

Contrast that number with the hundreds of thousands of drivers whose commutes are impacted by this lane.

It seems clear that the vast majority and not the vocal minority should have their wishes respected.

Close the bike lane Monday - Friday and restore it to vehicle traffic to curb pollution, save gas, and improve commutes !

Thank You,

Greg Fidler
Novato, CA

From: [Jeannie W](#)
To: [Peterson, Sierra@BCDC](#)
Subject: March 20th BDCD meeting public comment: Richmond San-Rafael Bridge Pilot Project Modifications
Date: Friday, March 14, 2025 9:58:13 AM

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

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

"3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path".

I live in Berkeley and work at San Quentin prison in San Rafael. And I bike commute. This is a beautiful safe easily accessible bike ride, total 16 miles, that takes barely longer than driving when accounting for morning commute car traffic.

The bridge is, obviously, an essential link in this commute. Without it, I'd be back in my car. I ALWAYS see other cyclists on the bridge.

Please keep this bike lane open.

Jeannie Witkin
1614 Grant st
Berkeley

From: [Joseph Choperena](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson.Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Friday, March 14, 2025 11:06:41 AM

You don't often get email from jchop75@gmail.com. [Learn why this is important](#)

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

To whom it may concern,

I am a strong advocate for the RSR Bridge Path. I live in the East Bay (Oakland) and enjoy cycling for exercise, fun, and commuting. It is vital to have a safe bike path across bridges in the bay area and I long for the day when we can have similar bike paths on other bay area bridges. I feel it is very important to maintain 24/7 bridge trail access.

Don't hesitate to contact me if you have any questions.

Joe

From: [Joel Gerwein](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Friday, March 14, 2025 8:10:39 AM

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

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

I am writing in supporting of maintaining 24/7 access to the bike path on the RSR bridge. I have friends who use the path to commute by bike from the East Bay to work at San Quentin. I used to have to take the bus over the bridge in order to be able to get places in Marin by bike, and I greatly appreciate the ability to bike from my home in the East Bay over the bridge without being dependent on bus schedules, especially in light of uncertainty regarding the future frequency of buses as transit undergoes a fiscal crisis.

Thanks for the opportunity to comment.

Joel Gerwein

Berkeley, CA 94702

From: [Judy MacLean](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Friday, March 14, 2025 12:58:42 PM

[You don't often get email from judymac@igc.org. 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.

Dear BCDC,

I urge you to keep the Richmond-San Rafael Bridge bike path. I'm 78 years old and would like to keep being able to ride the Richmond-San Rafael Bridge bike path.

Being able to cross the bridge by bike allows for views of San Francisco Bay like no other, and I know I am keeping a car off the road, so traffic can go more smoothly.

I also occasionally drive my car over the bridge, and I do not mind that bikers and walkers are using one lane, in fact, I appreciate that they are keeping cars off the road so I can get where I'm going more easily.

Judy MacLean
2610 Regent St. Apt 201
Berkeley CA 94704

From: [Karl Voelker](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Friday, March 14, 2025 12:28:49 PM

[You don't often get email from karl@karlv.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Hello,

As a Bay Area resident and bird-watcher, I care deeply about conservation of our local ecosystems.

Closing the RSR Bridge bike path would be a step in the wrong direction, and I urge you to keep it open 24/7.

Motor vehicles are terrible for local air quality - even electric vehicles, which still emit massive quantities of tire and brake dust. And let's not forget the impending catastrophic impacts of climate change.

There is only one approach to transportation that is consistent with the goal of conservation: getting people out of cars and onto active and public transportation. We should not be doing anything that encourages more driving! And yet that is exactly what closing the bike path would do.

Keep the bike path open 24/7.

Thanks,

Karl Voelker

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan_Katharine@BCDC)
Subject: FW: Richmond San Rafael Bridge Bike Lane
Date: Friday, March 14, 2025 3:40:29 PM

From: larry bathgate <bathlar@yahoo.com>
Sent: Friday, March 14, 2025 3:03 PM
To: Reception@BCDC <reception@bcdca.gov>
Subject: Richmond San Rafael Bridge Bike Lane

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

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

Dear Commisioners,

I am a longtime resident of Marin. I am writing to counter to a petition being circulated by the Sierra Club in support of continuing the Richmond San Rafael Bridge Bike Lane. I vehemently disagree with the opinions expressed in this petition. I oppose keeping this Bike Lane open on principle; it does not affect me in any way since I rarely use the Richmond-San Rafael and never during commute times.

I strongly urge you to honor the request from the Metropolitan Transportation Commission and Caltrans to close the Richmond-San Rafael Bridge Trail Monday through Thursday and convert it into a car breakdown shoulder. Since its opening in 2019, this trail has been responsible for increased pollution due to huge traffic backups and has created hardships for many low-income workers who are economically unable to live in Marin and must live in more affordable areas in the East Bay. This pathway only serves an extremely small minority of bicyclists and pedestrians who use it to commute to and from Marin. The evidence is clear: contrary to claims promulgated by the Sierra Club and the Marin Bicycle Coalition, the data does not show that the trail has beneficial climate impacts and has improved traffic conditions. In any case, we should focus on expanding transit options and addressing the root cause of congestion. I urge you to close the trail as

soon as possible until solutions are in place that will support safe, equitable mobility for all. Thank you for your consideration.

Sincerely,
Larry Bathgate

From: [marcia flannery](#)
To: [Peterson, Sierra@BCDC](#)
Subject: March 20th BDCD meeting public comment: Richmond San-Rafael Bridge Pilot Project Modifications
Date: Friday, March 14, 2025 4:46:16 PM

[You don't often get email from marciaflannery@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

please to maintain bridge 24/7 trail to keep cleaner air for starters + healthy exercise for all bikers + free choice

RIGHT ACTION
RIGHT DECISION

marcia flannery

From: [Philip B. Stark](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson.Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Friday, March 14, 2025 10:49:42 AM

You don't often get email from stark@risklaw.org. [Learn why this is important](#)

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

I am a regular user of the RSR bridge path to commute from the East Bay to Marin. I use the path on weekdays and on weekends.

I strongly support maintaining 24/7 access to the RSR bridge path.

It would be a substantial reduction in my quality of life if I could not get from the East Bay to and from Marin via the RSR path. It would require me to use a motor vehicle instead of doing something that is healthful for me and not detrimental to the environment. Commuting using the RSR path allows me to enjoy nature, get exercise, save money, reduce traffic congestion, and reduce air pollution.

Philip Stark
Berkeley, CA

From: [RON MCROBBIE](#)
To: [BCDC PublicComment](#)
Cc: info@northbayleadership.org; assemblymember.connolly@outreach.assembly.ca.gov; slopez@bayareanewsgroup.com; arodriguez@marinij.com; sustainablesanrafael@sustainablemarin.org; camarin@public.govdelivery.com; mary@sackettforsupervisor.com; ca02jh.eneews@mail.house.gov; spotswood@comcast.net
Subject: Fwd: BCDC Notice of Public Hearing and Possible Vote on the Richmond-San Rafael Bridge Pilot Project Modifications Project - Application 1997.001.06 (Material Amendment No. Six) - March 20, 2025 @ 10 AM
Date: Friday, March 14, 2025 9:26:22 AM
Attachments: [image001.png](#)

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

Hello San Francisco Bay Conservation and Development Commission, and various Marin County and Bay Area Leadership,
In response to BCDC's 03/07/2025 email below (**Subject: BCDC Notice of Public Hearing and Possible Vote on the Richmond-San Rafael Bridge Pilot Project Modifications Project - Application 1997.001.06 (Material Amendment No. Six) - March 20, 2025 @ 10 AM**), the following comments are re-submitted for your consideration:

In a **Marin IJ Readers' Forum for Jan. 30, 2025**, Ron McRobbie, San Rafael wrote, ***"Extending the Richmond-San Rafael Bridge bike lane pilot project two more years beyond the four-year pilot project "to collect more data" is a waste of taxpayer money ("Richmond-San Rafael Bridge managers make arguments for modified path," Jan. 22).***

Doing so extends very visible, negative environmental and safety impacts caused by the bike lane. While the Bay Trail Plan to provide bike access to shorelines is admirable, application of this policy, in this case, violates state mandates to mitigate negative impacts to the environment.

At the Jan. 16 Bay Conservation and Development Commission meeting, very little discussion was focused on the negative environmental impacts caused by the bike lane. Bike-lane proponents need to account for carbon emissions from stacked westbound traffic every day, "lost" worker hours sitting in traffic, compromised emergency response ability and personal stress, as well as possible health impacts to the Point Richmond community.

I think the proposed share plan compromises emergency responders' efficiency, which should be an everyday essential public safety need.

Additionally, the movable barrier plan requires vehicular equipment, labor, maintenance and sweeping costs, is time-consuming and likely reduces westbound traffic to a single lane.

Neither the small number of cyclists using the lane, nor the numerous negative impacts on vehicle traffic will change with further study. Yes, biking is wonderful, but biking should not drive irresponsible shortsighted decisions. Our elected leaders seem to reflect a disproportionate political bias toward bike advocates, while disregarding the impacts of climate change.

Perhaps existing bike lane contracts need to be audited. Honest synthesis of the positive and negative trade-offs lead to a clear decision: Remove the

existing bike lane barrier ASAP. Any future studies should be based upon where to go from there."

Thank you for your consideration,
Ron McRobbie
San Rafael, CA

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

From: "Amezcu, Reyna@BCDC" <reyna.amezcua@bcdca.gov>

To: "Amezcu, Reyna@BCDC" <reyna.amezcua@bcdca.gov>

Date: 03/07/2025 6:01 PM PST

Subject: BCDC Notice of Public Hearing and Possible Vote on the Richmond-San Rafael Bridge Pilot Project Modifications Project - Application 1997.001.06 (Material Amendment No. Six) - March 20, 2025 @ 10 AM

Dear Interested Parties,

This is to confirm that the Commission will hold a public hearing in a hybrid format, in person at 375 Beale Street, 1st Floor Yerba Buena Room, San Francisco and via livestreaming through Zoom on the above-referenced application, for the Richmond-San Rafael Bridge Pilot Project Modifications Project along the Richmond-San Rafael Bridge, in the City of Richmond, Contra Costa County, and the City of San Rafael, Marin County.

Below please also find links for Agenda Item #8:

[Application Summary](#)

[Attachment A: After Study for the Richmond-San Rafael Bridge \(Phase II\)](#)

[January 16, 2025 Workshop Summary](#)

[Summary of Commissioner Questions & Responses](#)

Meeting Date and Time: Thursday, March 20, 2025, at 10:00 A.M.

The meeting notice, including the agenda and information on how to attend the meeting, can be found here:

<https://www.bcdc.ca.gov/event/march-20-2025-commission-meeting/>

Please note that the staff recommendation for this application will be emailed in a separate cover and will include a more detailed project description, proposed special and standard conditions, and proposed findings that analyze consistency of the proposed project with relevant sections of the McAteer-Petris Act and San Francisco Bay Plan.

How to Provide Comments and Comment Time Limits

Pursuant to state law, the Commission is currently conducting its public meetings in a “hybrid” fashion. Each meeting notice will specify (1) where the meeting is being primarily held physically, (2) all teleconference locations, which will be publicly-accessible, and (3) the ZOOM virtual meeting link. If you would like to comment at the beginning of the meeting or on an item scheduled for public discussion, you may do so in one of three ways: (1) being present at the primary physical or a teleconference meeting location; (2) emailing comments in advance to [public comment](#) until 10 a.m. on the day of the meeting; and (3) participating via ZOOM during the meeting.

Reyna Amezcua
San Francisco Bay Conservation and Development Commission
Bay Area Metro Center
375 Beale St., Suite 510
San Francisco, CA 94105
reyna.amezcua@bcdc.ca.gov
info@bcdc.ca.gov
Main Office Number: (415) 352-3600



From: [Sandy Emerson](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson.Sierra@BCDC)
Subject: March 20th BDCD meeting public comment: Richmond San-Rafael Bridge Pilot Project Modifications
Date: Friday, March 14, 2025 9:50:42 AM

You don't often get email from sandy@fossilfreeca.org. [Learn why this is important](#)

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

SUPPORT 24/7 bridge/trail access

Dear Commissioners:

As a recreational cyclist living in Berkeley, I enjoy the Richmond-San Rafael bridge bike trail often, especially on weekdays.

In my opinion, encouraging bike travel by maintaining 24/7 bridge and trail access will continue to move Richmond and Marin County forward in a healthy way. Cyclists and pedestrians cause minimal delays, and they set a good example for the kind of society we might like to see.

Help clear the air! Keep the bridge and bike trail open 24/7.

Sincerely,
Sandra L. Emerson

--

Sandy Emerson
Fossil Free California
<https://fossilfreeca.org>
(650) 743-0524

Methane is a health issue. <https://www.youtube.com/watch?v=xfB3B-YhjqY>

From: [Ted Joseph](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson.Sierra@BCDC)
Subject: March 20th BDCD meeting public comment: Richmond San-Rafael Bridge Pilot Project Modifications
Date: Friday, March 14, 2025 9:31:14 AM

[You don't often get email from tedbexjoseph@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Hello and thank you for your time,

I am writing to support keeping the bike/pedestrian lane on the bridge open 24/7. I am a teacher who lives in Contra Costa and works in Marin due to the better pay and health benefits. This is necessary for me as I have a wife who is currently getting treatment for breast cancer and two small children. I am seriously considering transferring schools within my district in order to save more money by commuting by bike across the bridge every day. By my calculations, here is what I would be saving in just one school year:

- 5,100 Vehicle miles traveled
- \$1,480 in bridge tolls
- \$700 in gas
- at least \$500 in vehicle maintenance

Please think of me and others like me when you make your decision.

Thank you,

Ted Joseph

From: [Theresa Mall](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: Public Comment on Agenda Item 8 – Richmond-San Rafael Bridge Pilot Project Modifications
Date: Friday, March 14, 2025 4:33:49 PM

You don't often get email from malltheresa98@gmail.com. [Learn why this is important](#)

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

Dear Ms. Peterson,

I am writing to express my support for the Richmond-San Rafael Bridge pathway. The bridge provides a valuable connection, allowing people to access different parts of the region without the need for a car or the burden of additional costs. This accessibility is essential for promoting public health and sustainable transportation options and reducing reliance on automobiles.

The bridge is especially significant to me as a car-free resident of Oakland. I have biked across it on many occasions, and it has been an essential link for my mobility. I greatly value the freedom and accessibility it provides, and I hope to see the bridge pathway continued.

Thank you,

Theresa Mall
209-774-6432
Oakland, Ca

From: [Tom Robinson](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Friday, March 14, 2025 1:21:04 PM

You don't often get email from tom.s.robinson@gmail.com. [Learn why this is important](#)

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

The RSR Bridge is my favorite ride - I do a round-trip to Marin pretty much weekly in non-wet weather. Sometimes for shopping or dining, usually at Larkspur Landing or Corte Madera but also sometimes in San Rafael and Mill Valley or points further, but always for fitness and the sheer pleasure of being outdoors exploring this beautiful part of the state, especially while on the wonderful Marin County bikepath system.

It's also my link to the SmartTrain system, which extends my range even further.

Personal note: I'm 73, retired (career IT), and, as of last year, when I gave my car to a Los Angeles granddaughter who needed it, I've been successfully maintaining a carless Bay Area existence. From seeing museum shows at the Legion of Honor to shopping for music equipment in Santa Rosa to overnighting in Point Reyes, my bike plus the SmartTrain plus the RSR Bridge makes all of this available to me without ever pressing a starter button. It's kinda great. (For the record, as long as I have my knees it'll be a standard bike, not an e-bike.)

Encouraging cycling is a Caltrans goal (cf. the website: 'to fully integrate bicycles into all aspects of the California transportation system'), and the bike lane on the RSR Bridge is a key part of that goal in the Bay Area. It seems safe to assume that no bridge going over the bay in the future will be without a bike-access component, and it would be a terrible shame if, having succeeded in outfitting the RSR for the future, that component were removed. Please let it remain.

Thanks for your attention.

Tom Robinson
Berkeley

From: [Alexandria F](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson.Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Monday, March 17, 2025 10:34:14 AM

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

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

Hi there,

I'm writing to share my support for keeping the RSR bridge bike path open 24/7. In this economic moment, we need to be expanding low cost, zero pollution methods of getting around the Bay, not shrinking them.

Thank you for your time!

Alex

From: [Shelby Pope](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 4/3/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Monday, March 17, 2025 11:56:09 AM

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

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

Hi there,

I'm writing to comment on the suggested changes to the RSR Bridge Path: please, please keep the trail access open 24/7. As an East Bay resident and bike commuter for more than a decade who grew up in Sonoma County, I was so happy to see the bridge bike path open to connect both places.

It felt like a symbol of forward-thinking progress that prioritized all Marin and East Bay residents, regardless of income. In a time of worsening income inequality and rapidly accelerating climate change, we should do more projects like the bridge bike lane that prioritize car-free options for all residents. We need to think of our future, and what can help it. Removing the bike lane sets us backwards, and doesn't uphold the forward-thinking vision that the Bay Area prides itself on.

Thank you for your time and consideration.

Best,
Shelby Pope

--

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

From: [JOHN SLAMA](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Tuesday, March 18, 2025 7:34:19 AM

[You don't often get email from jlslama@sbcglobal.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Dear Mr. Peterson,

Although I realize the multi-use path on the RSR Bridge is not popular with automobile drivers, as a person who rides across the bridge regularly, I urge the Board to keep this lifeline open 24 hours a day, seven days a week. When I ride on it during the weekdays, although not large in numbers, overwhelmingly the riders I see appear to be heading to blue-collar jobs, often on e-bikes, heading to/from places likely not served well by public transit. This situation would be even worse during evening and early morning hours when public transit options are even fewer.

Without this bike and pedestrian path, people who rely on walking or biking to cross the bridge would be forced to depend on limited bus services or own a functional car. For many residents of Richmond and other cities close to the bridge, these simply aren't viable options. Closing or limiting the path would severely restrict mobility for those who need it most, widening the gap of transportation inequity.

The Richmond-San Rafael Bridge multi-use path is not just a bridge—it's a lifeline that connects communities, reduces car dependency, and promotes environmental justice. That's why we are calling for it to remain open 24 hours a day, seven days a week.

Thank you for your work on this important issue - please keep the multi-use lane open.

Sincerely,

Laurie Slama

From: [Michael Balmaceda](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: BCDC Board Meeting April 3rd - Item 8 - RSR Bridge Path / Possible Vote on an Application by the California Department of Transportation for the Richmond-San Rafael Bridge Pilot Project Modifications"
Date: Tuesday, March 18, 2025 3:19:36 PM

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

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

To whom it may concern -

I'm an El Cerrito resident and I understand that a decision is pending to make the pedestrian / bike lane on the San Rafael Bridge inaccessible on Mondays - Thursdays. I use the bike path sometimes on weekdays when working with my clients in Marin and I don't want to deal with the hassle of driving or contribute to the traffic.

The problem with congestion on the bridge is caused by too many cars, not bicycles or pedestrians - and one additional partial lane wouldn't even alleviate it. Why not instead try running a ferry between Richmond + Larkspur to give people who commute an alternative?

I respectfully request for you to vote against limiting the bike / pedestrian lane on the San Rafael Bridge. If places like Paris, Amsterdam and Copenhagen can de-prioritize cars to create a better, safer environment for people. why not us here in the Bay Area (and our weather is a lot better here too.)

Thank you!

-mb

From: [Sam Schumacher](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: 3/20/2025 BCDC Board Meeting - Item 8 - RSR Bridge Path
Date: Tuesday, March 18, 2025 10:14:26 AM

You don't often get email from sschumacher89@gmail.com. [Learn why this is important](#)

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

I am writing in favor of keeping the bike path open. As a frequent driver and biker on the bridge, I believe it is essential infrastructure, and removing it would be a big step in the wrong direction for Bay Area transportation infrastructure.

Thank you!

Sam Schumacher

Rocket Glass Works
www.RocketGlassWorks.com
510.334.6575

From: [David Epstein](#)
To: [Peterson, Sierra@BCDC](mailto:Peterson_Sierra@BCDC)
Subject: RSR bridge bike/pedestrian path
Date: Wednesday, March 19, 2025 1:56:31 PM

[You don't often get email from david.epstein56@me.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.

Hello,

I am voicing my support to keep the RSR Bridge Bike/Pedestrian path ("The Path") open seven days a week. Following are my arguments and observations and questions:

1. The Path is a link in a chain from Marin to the East Bay. Not just SR to Richmond. Removing the link breaks the chain
2. Traffic bottleneck heading west is at the toll plaza, not the two lanes on the bridge
3. A lane for emergency vehicles will not ease traffic
4. On the days of the proposed closure of The Path - Monday through Thursday - how many accidents occur on the upper deck? How many actually cause a backup of more than say 10 minutes? In other words in a week on average, how many accidents occur during a busy rush hour that really cause a backup?
5. If accidents are the issue and the rationale for a breakdown lane, aren't most accidents caused by drivers one way or the other? Why not try what the GG Bridge does and drop the speed limit to 45 MPH. I see people driving 65+ all the time on the RSR Bridge. Wouldn't slower speeds result in fewer accidents and theoretically reduce the need for a breakdown lane?
6. If the decision does go through to shut the lane down 4 days a week, I hope that Caltrans increases its fleet of vans with trailers, since it is annoying to wait for the round trip the van has to make, if one just misses it, or if you are in a group of bikes larger than the number of bike racks on a van, thereby requiring a long wait for the van to return.

Thank you for reading.
David Epstein, Oakland

From: [An Wi](#)
To: Peterson, Sierra@BCDC
Subject: Comment for April 3 meeting agenda item 8, RSR Bridge Pilot Project Modifications
Date: Thursday, March 20, 2025 10:22:18 AM

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

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

Dear BCDC (via Sierra Peterson):

I commuted weekdays over the Richmond-San Rafael Bridge for 10 years, 2009-2019, and still travel it frequently. I experienced the bridge before and during the eastbound/lower deck lane expansion, as well as the upper deck bike and pedestrian lane pilot which you now consider.

Before the current pilot project, I thought the bike and pedestrian lane would only be used on weekends during nice weather. However, I saw the lane being used by cyclists every day throughout the year, and recognize it as a necessary path and connector for those who do not have a car but still want to control their own schedule; and as an essential portion of the Bay Trail. Considering that you promote the Bay Trail and assert "The Bay is for everyone," continuing to provide equitable access to the Richmond-San Rafael Bridge would appear fundamental to your work. Marin is not well-connected via transit, and the lane opens more of the county to cyclists and pedestrians.

The argument that opening the third lane on the upper deck will reduce congestion is false--it will simply move it. In contrast to the lower deck lane expansion--which allows for three lanes throughout the approach, span, and eastern debouchure--the upper deck will still have a congestion-causing merge just past the toll plaza, compounded by the congestion-causing incline (because most drivers don't understand the physics of needing more power to move a mass up an incline vs a flat surface), and then a second merge would be introduced into the western end of the bridge, at the base of a downhill where traffic is generally at its smoothest, because the stretch of 580 from the bridge to 101 will still have two lanes. The third lane will not ameliorate the toll plaza merge or incline; it simply creates an additional source of slowdown in an area that currently has none.

I urge you to consider keeping the bike and pedestrian lane across the Richmond-San Rafael Bridge.

Thank you,
Andrea Williams
Richmond, CA

From: [Robert Vogel](#)
To: Peterson, Sierra@BCDC
Subject: SAVE THE RICHMOND-SAN RAFAEL BRIDGE TRAIL
Date: Friday, March 21, 2025 7:03:58 PM

You don't often get email from robertvogel28@gmail.com. [Learn why this is important](#)

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

regarding agenda item "Public Hearing and Possible Vote on an Application by the California Department of Transportation for the Richmond-San Rafael Bridge Pilot Project Modifications"

Keep the trail open 24/7. I live in Corte Madera and visit the east bay often on weekdays. Closing the trail on weekdays would require me to drive. We need to reduce our dependence on cars - closing the trail would simply increase that dependence!

Regards
Robert Vogel

From: [Ralf](#)
To: Peterson, Sierra@BCDC
Subject: Re: Richmond-San Rafael Bridge Pilot Project Modifications
Date: Saturday, March 22, 2025 10:28:54 AM

[You don't often get email from ralf@sonic.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Dear Sierra Peterson,

Please add my comments to those supporting full 24/7 access to the Richmond-San Rafael Bridge bicycle path.

It is important to understand that this path is not a recreational facility, but has become an important part of our transportation infrastructure for many, including me. I now use it regularly to access businesses and transportation connections in San Rafael.

Conversely, adding more automobile capacity will not significantly reduce traffic congestion on the bridge. It will only encourage more inappropriate housing development far from work sites. Only revamping of Marin County's housing policies will reduce bridge traffic.

Thank you for considering my concerns.

Best regards,
Ralf Burgert, NP
Richmond, CA

From: [RON MCROBBIE](#)
To: [BCDC PublicComment](#)
Cc: [info@northbayleadership.org](#); [assemblymember.connolly@outreach.assembly.ca.gov](#); [slopez@bayareanewsgroup.com](#); [arodriguez@marinij.com](#); [sustainablesanrafael@sustainablemarin.org](#); [camarin@public.govdelivery.com](#); [mary@sackettforsupervisor.com](#); [ca02jh.eneews@mail.house.gov](#); [spotswood@comcast.net](#); [dallen@marinij.com](#)
Subject: Re:BCDC Notice of Public Hearing and Possible Vote on the Richmond-San Rafael Bridge Pilot Project Modifications Project - Application 1997.001.06 (Material Amendment No. Six) - April 3, 2025 @ 10 AM
Date: Saturday, March 22, 2025 8:45:42 AM

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

Hello San Francisco Bay Conservation and Development Commission, and various Marin County and Bay Area Leadership.

In light of your cancelling prior meeting and rescheduling subject meeting to 3 April 2025, I am resubmitting my previously submitted comments for your consideration (wanted to be sure you retained).

Concerned citizen and taxpayer,
Ron McRobbie

On 03/14/2025 9:26 AM PDT RON MCROBBIE <r.mcrobbie@comcast.net> wrote:

Hello San Francisco Bay Conservation and Development Commission, and various Marin County and Bay Area Leadership,
In response to BCDC's 03/07/2025 email below (**Subject: BCDC Notice of Public Hearing and Possible Vote on the Richmond-San Rafael Bridge Pilot Project Modifications Project - Application 1997.001.06 (Material Amendment No. Six) - March 20, 2025 @ 10 AM**), the following comments are re-submitted for your consideration:

In a **Marin IJ Readers' Forum for Jan. 30, 2025**, Ron McRobbie, San Rafael wrote, ***"Extending the Richmond-San Rafael Bridge bike lane pilot project two more years beyond the four-year pilot project "to collect more data" is a waste of taxpayer money ("Richmond-San Rafael Bridge managers make arguments for modified path," Jan. 22).***

Doing so extends very visible, negative environmental and safety impacts caused by the bike lane. While the Bay Trail Plan to provide bike access to shorelines is admirable, application of this policy, in this case, violates state mandates to mitigate negative impacts to the environment.

At the Jan. 16 Bay Conservation and Development Commission meeting, very little discussion was focused on the negative environmental impacts caused by the bike lane. Bike-lane proponents need to account for carbon emissions from stacked westbound traffic every day, "lost" worker hours sitting in traffic, compromised emergency response ability and personal stress, as

well as possible health impacts to the Point Richmond community. I think the proposed share plan compromises emergency responders' efficiency, which should be an everyday essential public safety need. Additionally, the movable barrier plan requires vehicular equipment, labor, maintenance and sweeping costs, is time-consuming and likely reduces westbound traffic to a single lane. Neither the small number of cyclists using the lane, nor the numerous negative impacts on vehicle traffic will change with further study. Yes, biking is wonderful, but biking should not drive irresponsible shortsighted decisions. Our elected leaders seem to reflect a disproportionate political bias toward bike advocates, while disregarding the impacts of climate change. Perhaps existing bike lane contracts need to be audited. Honest synthesis of the positive and negative trade-offs lead to a clear decision: Remove the existing bike lane barrier ASAP. Any future studies should be based upon where to go from there."

Thank you for your consideration,

Ron McRobbie

San Rafael, CA

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

From: "Amezcu, Reyna@BCDC" <reyna.amezcua@bcdc.ca.gov>

To: "Amezcu, Reyna@BCDC" <reyna.amezcua@bcdc.ca.gov>

Date: 03/21/2025 12:55 PM PDT

Subject: BCDC Notice of Public Hearing and Possible Vote on the Richmond-San Rafael Bridge Pilot Project Modifications Project - Application 1997.001.06 (Material Amendment No. Six) - April 3, 2025 @ 10 AM

Dear Interested Parties,

This is to confirm that the Commission will hold a public hearing in a hybrid format, in person at 375 Beale Street, 1st Floor Board Room, San Francisco and via livestreaming through Zoom on the above-referenced application, on Thursday, April 3, 2025, and beginning at 10:00 a.m.

The meeting notice, including the agenda and information on how to attend the meeting, can be found here:

<https://www.bcdc.ca.gov/event/april-3-2025-commission-meeting/>

Below please also find links for Agenda Item #8:

• [Application Summary on BCDC Permit Application No. 1997.006.01 - Richmond-San Rafael Bridge Pilot Project Modifications Project](#)

• [Attachment A: After Study for the Richmond-San Rafael Bridge \(Phase II\)](#)

• [January 16, 2025 Workshop Summary](#)

• [Summary of Commissioner Questions & Responses](#)

Please note that the staff recommendation for this application will be emailed in a separate cover and will include a more detailed project description, proposed special and standard conditions, and proposed

findings that analyze consistency of the proposed project with relevant sections of the McAteer-Petris Act and San Francisco Bay Plan.

How to Provide Comments and Comment Time Limits

Pursuant to state law, the Commission is currently conducting its public meetings in a “hybrid” fashion. If you would like to comment at the beginning of the meeting or on an item scheduled for public discussion, you may do so in one of three ways:

(1) Where the meeting is being primarily held physically, and all teleconference locations, which will be publicly-accessible;

(2) Email comments in advance to [public comment](#). Public Comments received before 8 a.m. the day of the Commission Meeting will be shared with the Commissioners for our 10:00 a.m. start time.

(3) Join the meeting via ZOOM. If you have issues joining the meeting using the link below, please enter the Meeting ID and Password listed below into the ZOOM app to join the meeting.

<https://bcdca.gov.zoom.us/j/83873757145?pwd=JA1p8OuuDJdt5i7MjmtT2hBy19oG6lW.1>

Meeting ID: 838 7375 7145

Passcode: 513561

Teleconference numbers:

1 (866) 590-5055

Conference Code 374334

If you call in by telephone:

Press *6 to unmute or mute yourself

Press *9 to raise your hand or lower your hand to speak

If you would like to comment at the beginning of the meeting or on an item scheduled for public discussion, you may do so in one of three ways: (1) being present at the primary physical or a teleconference meeting location; (2) until 10 a.m. on the day of the meeting; and (3) participating via ZOOM during the meeting.

Reyna Amezcua

San Francisco Bay Conservation and Development Commission

Bay Area Metro Center

375 Beale St., Suite 510

San Francisco, CA 94105

reyna.amezcua@bcdca.gov

info@bcdca.gov

Main Office Number: (415) 352-3600

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan_Katharine@BCDC)
Subject: FW: Richmond-San Rafael Bridge Trail
Date: Wednesday, March 26, 2025 3:03:19 PM

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

From: Charles Altekruise <caltekruise@caconsult.org>
Sent: Wednesday, March 26, 2025 1:01 PM
To: BCDC PublicComment <publiccomment@bcdcc.ca.gov>
Subject: Richmond-San Rafael Bridge Trail

[Some people who received this message don't often get email from caltekruise@caconsult.org. 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.

Dear Commission,

Thank you for the work. You do to make the Bay Area a better place to live, work, and play.

I am writing in regards to the discussion about the Richmond – San Rafael Bridge Trail and asking that a wider range of options distinct from the binary “leave open“ or “close“ alternatives.

Coincidentally, this past weekend, I was stuck on the bridge for 16 minutes extra because of a collision. During that time, thousands of commuters were inconvenience while only a handful of bicyclist use the path (and this was mid morning on a weekend day).

My specific proposal is to consider keeping the bike trail, but in cases of collisions, being prepared to close it temporarily (for a few minutes or hours) to allow automobiles to access and use the trail as a slow speed overflow lane. Once the accident is cleared, the opening(s) could be closed to allow the resumption of bicycle traffic.

I know this is not a perfect system and would have to be carefully managed, but it is an option worse considering.

Feel free to get in touch with me for further clarification.

Thank you for your attention, Charlie

Charles Altekruise, OLY (USA '80 & '88)
iPhone 510-913-3669
caltekruise@caconsult.org

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan_Katharine@BCDC)
Subject: FW: SUBJECT: 4/3/2025: Item 8
Date: Wednesday, March 26, 2025 3:02:08 PM

From: David Lubertozi <dave.lubertozi@att.net>
Sent: Wednesday, March 26, 2025 12:26 PM
To: BCDC PublicComment <publiccomment@bcdca.gov>
Subject: SUBJECT: 4/3/2025: Item 8

Some people who received this message don't often get email from dave.lubertozi@att.net. [Learn why this is important](#)

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

Re: Public Hearing and Possible Vote on an Application by the California Department of Transportation for the Richmond-San Rafael Bridge Pilot Project Modifications Project along the Richmond-San Rafael Bridge

As an East Bay resident who both drives and cycles across the Richmond-San Rafael Bridge, I am in favor of keeping the bicycle and pedestrian lane open as in the pilot project. I and my friends and cycling club members (Grizzly Peak Cyclists) greatly enjoy being able to include a ride to Marin in our routes, and I've also used it just to get some exercise when meeting people in San Rafael, Larkspur, or San Anselmo. As a driver, I haven't noticed that traffic congestion has been worse or that drive times have increased since the pilot began.

Thanks, Dave Lubertozi
San Pablo, CA

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan_Katharine@BCDC)
Subject: FW: Richmond bridge
Date: Wednesday, March 26, 2025 2:57:29 PM

FYI..

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

From: Lucas Miller <lucasmiller@icloud.com>
Sent: Wednesday, March 19, 2025 8:42 AM
To: BCDC PublicComment <publiccomment@bcdcc.ca.gov>
Subject: Richmond bridge

[Some people who received this message don't often get email from lucasmiller@icloud.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.

Hi BCDC,

I'm writing this from my car approaching the westbound bridge at 8:39am on March 29, 2025. There's a stall on the bridge and according to Google maps I'll be 45 minutes late for work. I usually get there 15 minutes early.

It makes sense to me, that if there was an emergency shoulder, the stalled car could pull over or traffic could flow around.

Working people like myself are late. Thousands of us are late for work because of this bad policy.

Lucas Miller

From: [Amezcuca, Reyna@BCDC](mailto:Amezcuca_Reyna@BCDC)
To: [Pan, Katharine@BCDC](mailto:Pan_Katharine@BCDC)
Subject: FW: Richmond-San Rafael Bridge Pilot Project Modifications Project
Date: Wednesday, March 26, 2025 2:59:36 PM

FYI

From: Susan Nawbary <snawbary@gmail.com>
Sent: Friday, March 21, 2025 9:53 PM
To: BCDC PublicComment <publiccomment@bcdcc.ca.gov>
Subject: Richmond-San Rafael Bridge Pilot Project Modifications Project

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

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

Dear BCDC Board Members,

I am writing to express my strong opposition to the proposed removal of the bike lane in favor of creating a breakdown lane. This decision, as it stands, does not offer any real benefits for the community, but instead disproportionately harms those who rely on biking as a sustainable and safe mode of transportation.

First and foremost, removing the bike lane will not improve traffic times. There is no evidence to support the claim that the addition of a breakdown lane will reduce congestion in any meaningful way. On the contrary, this move is more likely to further marginalize cyclists, who will no longer have the same safe space to travel. Disenfranchising those who ride bikes — a mode of transportation that supports environmental sustainability and public health — is not in line with the needs of our community.

Additionally, the claim made by MTC to Marin County that accidents are rising due to the bridge is misleading and incorrect. Across the state, accidents are on the rise overall, and this issue cannot be pinned on a single infrastructure change. MTC should be censured for spreading this misleading data, as it undermines trust in the decision-making process and the accuracy of the information being used to justify such a drastic move.

I urge the BCDC board to not remove the bike lane until there is a clear and responsible plan in place — one that genuinely considers the needs of all road users, including cyclists. If this action is taken without proper planning and input, it risks falling into the same pattern of decision-making that bends to the loudest voices rather than prioritizing long-term, sustainable, and equitable solutions for all.

Removing the bike lane in favor of a breakdown lane is a short-sighted decision that harms our community as a whole. Let's not let this be another example of policy driven by political posturing rather than real, meaningful improvement.

Thank you,
Susan Nawbary

Sent from my iPhone