
From: Terry Abrams
Sent: Wednesday, June 24, 2015 5:05 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,
I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Terry L. Abrams
ABRAMS CONSULTING
Management Consultants
www.abramsconsulting.net

From: Jeff Alpert
Sent: Wednesday, June 24, 2015 1:14 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Jeffrey D. Alpert
Managing Partner
Milestone Trailer Leasing LLC
Ph
Cell

From: Shannon Appelcline
Sent: Monday, July 20, 2015 11:57 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

I am writing to express my strong support for a bike lane across the Richmond/San Rafael Bridge.

The Bay Area is an interesting and diverse geographic region, but the Bay(s) can cause serious problems in getting around. Fortunately, our forefathers tackled that problem by building numerous bridges. Unfortunately, many of those bridges remain bike-inaccessible. For those of us who use bikes as a primary means of transport (and even for those that use bikes largely for recreation), large portions of the Bay Area are cut off!

The most inaccessible part of the Bay is surely Marin County. The only reasonable way for a bicyclist to currently get there is through a torturous trek that requires BARTing around to San Francisco, biking around the northeast corner of the city, climbing all the way up to the Golden Gate bridge, and crossing it. After a couple of hours of transit, crowd-dodging, and hard work he's in the Marin headlands ... and it's about time to head home for the day. The alternative is a several-hours long ride through a multitude of counties north of San Pablo Bay.

Richmond/San Rafael Bridge access would change all of that. It would provide relatively easy access for folks in the Richmond area, and pretty good access for *anyone* in the East Bay, who could take BART to Richmond, then ride the rest of the way on the Richmond Greenway and the Bay Trail connections through Point Richmond.

This is one of the biggest improvements you could make to bicycling access in the Bay Area (trailing behind only complete access to the Bay Bridge itself).

I hope you'll continue forward with this progressive and worthwhile project!

Shannon Appelcline
Berkeley, CA

From: Melanie Atterman
Sent: Wednesday, June 24, 2015 4:37 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Melanie Atterman

From: Mattson Austin
Sent: Wednesday, June 24, 2015 7:04 PM
To: MTC Info

The San Rafael bridge NEEDS three lanes. If this is possible, PLEASE DO iT.

Mattson Austin
Sausalito, CA 94965

Sent from AOL Mobile Mail

From: Ellen Barth
Sent: Friday, July 10, 2015 10:59 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

[Email Metropolitan Transportation Commission]

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

The Richmond/San Rafael Bridge Access Improvement Project really should be included in the "Plan Bay Area and the 2015 Transportation Improvement Plan." This project will close serious gaps in the San Francisco Bay Trail: (1) a section of the Point Molate Trail in Richmond, as well as (2) the planned Bay Trail between Contra Costa and Marin Counties.

For years I and family visited Pt. Molate beach, before its closure, and later I 'birded' the shore area north of the SR Bridge but I always have had to DRIVE there. I often bike north from Emeryville or Berkeley, and it has long been a disappointment that I have to stop at 580 for safety reasons, since the I-580 corridor blocks not only pedestrian access to the northern side, but bicycling further is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. This Project will provide safe bicycle access to Point Molate Beach Park as well as on-foot access to the rest of the Point Molate shoreline and even some uplands.

I also urge that you modify the project so that the bi-directional bicycle/pedestrian path extends to Castro Street in Contra Costa County, rather than ending at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Ellen Barth

Berkeley, CA

Sent from my iPad

From: Nancy Barton
Sent: Thursday, June 25, 2015 1:33 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

This is much needed for our community and hoping you make a careful positive decision.

Thank you.

From: Ted Bayer
Sent: Wednesday, June 24, 2015 11:48 AM
To: MTC Info
Subject: Support For Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing IN SUPPORT of ADDING the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Ted Bayer

Mill Valley, CA

From: Aaron Beardsley
Sent: Monday, July 20, 2015 1:01 PM
To: MTC Info
Subject: bicycle and pedestrian access on Richmond/San Rafael Bridge

Dear Ms Nguyen,

Please help address a short sighted mistake made years ago by the designers of the Richmond/San Rafael Bridge when they failed to include a bicycle and pedestrian path or right of way on this very important bridge. I am a life long cyclist and a native of San Francisco. I've spent many thousands of days riding my bicycle over the Golden Gate Bridge from SF to Marin to ride on Mt Tam and beautiful Marin and Sonoma counties. Now as resident of Berkeley I am disgusted that I must drive a car in order to ride to the same roads and trails I could access by bike from SF. I ride all over the Bay Area and know from experience that where you make it possible for people to ride instead of drive, many will do so and everyone benefits. Please make this important connection possible for the many residents of Marin and the East Bay to visit each other by bike rather than car or bus.

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Aaron Beardsley

Berkeley CA

From: dan beringhele
Sent: Sunday, July 12, 2015 11:10 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Dan Beringhele

Richmond, CA

--
Dan

From: Andy
Sent: Friday, June 26, 2015 7:49 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager Metropolitan Transportation Commission Dear Ms. Nguyen and the Metropolitan Transportation Commission, I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program. By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay. Thank you.

*Andrew Berman
Mill Valley, CA*

From: Katharine Bierce
Sent: Wednesday, June 24, 2015 12:39 PM
To: MTC Info
Subject: I support Support Bike and Pedestrian Access on the Richmond-San Rafael Bridge

Dear Ashley Nguyen:

I live in Berkeley and don't own a car. I use public transit and my bicycle to get around for errands, getting to work, and for fun.

Can you please let your colleagues at the Metropolitan Transportation Commission (MTC) know that I support Bike and Pedestrian Access on the Richmond-San Rafael Bridge and include it in the 2015 Transportation Improvement Program (TIP)?

Thanks,

Katharine
Berkeley, CA



July 17, 2015

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth St.
Oakland, CA 94607

Re: Support for inclusion of the Richmond/San Rafael (RSR) Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan

Dear Ms. Nguyen:

On behalf of Bike East Bay, I want to express our support for the inclusion of the Richmond/San Rafael (RSR) Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, which is both a Priority Conservation Area and a Focus Area in Plan Bay Area. Completing the Bay Trail also is a goal of the Regional Bicycle Master Plan.

The RSR Bridge serves as the primary transportation connection between Contra Costa and Marin Counties, and we are extremely interested in working with MTC and BATA to expeditiously move this congestion reduction project forward. This project presents a unique opportunity to provide a safe, useable, and enjoyable pathway that accommodates both bicyclists and pedestrians.

In addition, this project will create new Bay Trail access between Richmond and Point Molate, providing new recreational opportunities for East Bay residents and significant new local and regional access for bicyclists and pedestrians.

Bike East Bay anticipates that this pathway will attract a broad range of users for both transportation and recreation. This project is a regionally significant commute and recreational facility that will work towards reducing congestion, improving air quality, lowering greenhouse gas emissions, and promoting public health. We look forward to partnering with BATA and the MTC to make this project a success.

Sincerely,

A handwritten signature in blue ink, appearing to read "Renee", followed by a long horizontal line extending to the right.

Renee Rivera
Executive Director, Bike East Bay

From: Sandra Bird
Sent: Wednesday, June 24, 2015 8:43 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Sent from my iPad

From: Andi Biren
Sent: Tuesday, July 14, 2015 9:19 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue. Think how wonderful it will be to ride a bike from Richmond to Marin and be able to ride the bus all the way back!

Sincerely,

Andrea Biren

Richmond, CA

From: Tim Bodine
Sent: Sunday, July 12, 2015 2:09 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

Further, it would be great if the Bay Trail could be extended to Pt. Pinole on the bayside instead of have to use high traffic/narrow shoulder streets in North Richmond for bicycling to Pt. Pinole, etc.

Sincerely,

Tim Bodine
Berkeley, CA

From:
Sent: Sunday, July 12, 2015 7:50 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, and the planned Bay Trail between Contra Costa and Marin Counties.

The project is especially critical in providing pedestrian and safe bike access to Point Molate Beach Park and the rest of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and dangerous exit ramps of the freeway--where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

But please modify the project to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Bob Bodnar

Oakland, CA

From:
Sent: Friday, July 10, 2015 4:01 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

Hello,

As a daily commuter across the Richmond San Rafael bridge I was more than thrilled to hear that this improvement project is moving forward and the possibilities of having a third lane heading eastbound for the evening commute. What I am not thrilled about is the proposal to add a bicycle lane to the upper deck instead of a third lane for the morning westbound commuters. While I am an avid cyclist I have to believe that the number of bicycles making their way across the bridge will be a tiny fraction in representation versus the thousands of cars that are routinely stuck for 20 to 30 minutes getting to the toll plaza every morning. The backup is normally from as far back as Cutting Blvd. Where are these proposed bikes coming from? There are no existing routes to the toll plaza and I highly doubt people are going to want to ride through Richmond. (no offense to Richmond but their streets are not even close to being bike ready, flat tires galore) Also the ride across the bridge is no way an easy jaunt. You're talking about one of the most windiest places in the bay area and the westerly winds will be right in your face while you ride the 5 1/2 miles.

Please get the proper data on amount of proposed cyclists crossing the bridge and make the right decision on what would work best for the masses not the few. At 30 million dollars you can create a shuttle service to drive the handful of riders across the bridge and build the third westbound lane.

I welcome any further information you can provide me about this project.

Thank you.
Robert Boeri

From: Daniel Bort
Sent: Saturday, July 18, 2015 5:15 PM
To: MTC Info
Subject: I support the Richmond/San Rafael (RSR) Bridge Access Improvement Project

From: Jonathan Botkin
Sent: Monday, July 20, 2015 1:00 PM
To: MTC Info
Subject: Richmond San-Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

I would like to express my support for the proposal to add a two-way, barrier-separated bicyclist and pedestrian Bay Trail on the top deck of the bridge, as part of the Richmond-San Rafael Bridge Access Improvement Project. This would provide a critical link between the bicycle and pedestrian path networks in the East Bay and in Marin County. I am very happy to see the progress in moving this proposal forward. I would use this link to get from the East Bay to Marin on my bicycle, and many of the people I work with have also expressed a desire to use such a path.

Linking networks for bicycle and pedestrian paths is important and contributes significantly to the quality of life of all residents of the San Francisco Bay Area.

Thank you.

Jonathan Botkin
El Cerrito, CA

From: Gerard Bourguignon
Sent: Wednesday, June 24, 2015 6:30 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Gerard J. Bourguignon,
Mill Valley, CA

From: Lynn Bowen
Sent: Wednesday, June 24, 2015 2:33 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Lynn Bowen, Broker Associate
Realtor®, Certified Residential Specialist
Sebastopol CA

Artisan | Sotheby's
INTERNATIONAL REALTY



Proud To Support, Volunteer, Foster & Adopt For The Beagle Freedom Project

From: on behalf of Daniel Brockman
Sent: Monday, June 22, 2015 8:00 PM
To: MTC Info
Subject: Include the Richmond-San Rafael Bridge in the 2015 TIP

Here is my comment on the Proposal to add the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program (TIP). I am for it. MTC and ABAG should include the Richmond-San Rafael Bridge in all current and future regional transportation plans. (I had assumed the bridge was already in them.)

--
DANIEL BROCKMAN

From: on behalf of Brian Brown
Sent: Monday, July 20, 2015 4:51 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Brian Brown

From: Clair Brown
Sent: Tuesday, July 14, 2015 1:19 PM
To: MTC Info
Cc: Support for Richmond/San Rafael Bridge Access Improvement Project

Subject:

Dear Ms. Nguyen,

We urge you to include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

We need to build the infrastructure for people to bike and walk. Right now people have to drive to get safely to Point Molate from Richmond, and cannot use a combination of public transit and bikes or hiking. **Without the proposed Richmond/San Rafael Bridge Access Improvement Project, the message is clear--forget riding your bike to enjoy our beautiful shoreline.** Add to global warming by driving your car!

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please *modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County*, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Clair Brown and Richard Katz

Point Richmond, CA

From: Debbie Brown
Sent: Monday, July 13, 2015 9:02 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Debora Brown

Richmond, CA

Sent from my iPad

From: Richard Bunce
Sent: Tuesday, June 23, 2015 5:55 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access for Bikes

Please add my strong endorsement and support to this long-overdue proposal. As a long time biker living in Berkeley who bikes for recreational, health and commute-to-work reasons, providing SAFE bike access to the Richmond -San Rafael Bridge will make circumnavigating the Bay by bike possible for the first time in history: the bike access from San Francisco to the East Bay by BART overcomes the lack of access on the Bay Bridge, so truly, we will at last be able to circle the Bay by bike. This will be a huge step, and you'll see a tremendous impact in biker use.

Please make sure the 'ramps' or bikeways connecting to the bridge on both ends are well-designed and permanent structures.

Thank you MTC!

Dick Bunce
Berkeley, CA

From: Bitsa
Sent: Sunday, July 12, 2015 2:15 PM
To: MTC Info
Cc: Support for Richmond/San Rafael Bridge Access Improvement Project

Subject:

Ashley Nguyen
Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

This is such an important issue. There are so many of us who rely on our bikes for transportation, and who also simply love to ride them and hope that we can do so more safely in the SF Bay Area. Thank you for keeping in mind what a valuable asset this will be for everyone who lives in or visits our beautiful Bay Area. Even those who never get on a bike at all will benefit!

Sincerely,

Bitsa Burger
Novato, CA

From: Mark Burton
Sent: Wednesday, June 24, 2015 12:18 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay. Please make sure that whatever impediments to traffic that exist in Richmond are addressed as well.

Thank you.

CITY OF RICHMOND, CALIFORNIA

Tom Butt
Mayor

Office of the Mayor

"We Can Do It!"
Office: 510.620.6503



July 16, 2015

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth Street, Oakland, CA 94607

Sent via email

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen:

I am writing to strongly urge the Metropolitan Transportation Commission (MTC) to include the Richmond/San Rafael Bridge Access Improvement Project into Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, specifically a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation. Additionally, please consider modifying the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street.

Once completed, this Bay Trail will undoubtedly be an invaluable community and regional gem of which we can all be proud.

If I can be of further assistance, please do not hesitate to contact me at 510-620-6503.

Respectfully,

A handwritten signature in blue ink, appearing to read "Tom Butt", is written over a white background.

Tom Butt
Mayor, City of Richmond

Home of Rosie the Riveter WWII Home Front National Historical Park

From: Clarrissa Cabansagan
Sent: Wednesday, July 15, 2015 11:52 AM
To: Ashley Nguyen
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ashley,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Clarrissa Cabansagan, Community Planner
TransForm

--

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--

Clarrissa Cabansagan

Community Planner

TransForm

436 14th Street, Suite 600
Oakland, CA 94612

Sign up for our emails at www.TransFormCA.org. Follow us on [Facebook](#), [Twitter](#), and [LinkedIn](#), too.

From: Martha Campbell
Sent: Friday, July 10, 2015 9:26 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Martha Campbell

Sent from my iPad

From: lynette carlton
Sent: Wednesday, June 24, 2015 11:47 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Lynette Carlton
Fairfax, CA

From: Margi Cellucci
Sent: Friday, July 17, 2015 6:53 AM
To: MTC Info
Subject: Please approve this project --

I have been a home owner in Richmond for 30 years and would appreciate your support for this project --

Richmond San-Rafael Bridge Access Improvement Project
Seeks Inclusion into Plan Bay Area and
Transportation Improvement Program

Best,

Margi Cellucci
BayView Realty
Realtor/ Broker



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

From:
Sent: Sunday, July 12, 2015 6:36 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,
paul cheatham

No matter what our attempts to inform, it is our ability to inspire that will turn the tides.

From: Susan Christman
Sent: Wednesday, June 24, 2015 3:07 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am a 22 year resident of Larkspur, in Marin County. In the past 18 months the traffic in the ingress and egress of Larkspur, Greenbrae, San Rafael and Corte Madera has been significantly impacted by the East Bound traffic attempting to reach the Richmond San Rafael Bridge. It is not only adversely affecting the quality of life for our local residents it is also affecting local businesses, access to public transportation (e.g., access to the Golden Gate Ferry at Larkspur terminal is stifled) and has become a safety concern due to intolerant drivers. I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Sincerely,
Susan Christman

From: Sarah Lynne Cohen
Sent: Saturday, July 18, 2015 2:21 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Sarah Cohen

Oakland CA

From: randy
Sent: Wednesday, June 24, 2015 12:25 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager Metropolitan Transportation Commission Dear Ms. Nguyen and the Metropolitan Transportation Commission, I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program. By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay. Thank you.

randy cohn
san rafael, ca.

From: Kate Colin
Sent: Wednesday, June 24, 2015 1:35 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

As a councilmember for the City of San Rafael, I understand the complexities of this project as we had an informative presentation about this issue last year from the MTC. The time is now to start working towards solutions and providing relief to our residents. I realize that there are bigger traffic patterns that also need to be addressed, and they will be, but in the meantime let's open up the 3rd lane.

Thank you.

Kate Colin
Councilmember, City of San Rafael

From:
Sent: Wednesday, June 24, 2015 5:34 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager Metropolitan Transportation Commission Dear Ms. Nguyen and the Metropolitan Transportation Commission, I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program. By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay. Thank you.

Conlan Ranches California
Valley Ford, CA

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**transportation
authority**

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Vice Chair

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Newell Americh

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Federal Glover

Karen Mitchoff

Kevin Romick

Don Tatzin

Robert Taylor

Randell H. Iwasaki,
Executive Director

August 3, 2015

Ashley Nguyen
Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen:

I am writing to support the inclusion of the Richmond/San Rafael (RSR) Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close a major gap in the San Francisco Bay Trail, which is consistent with the goals of both Plan Bay Area and Measure J. The project would also open up a major regional crossing of San Francisco Bay to pedestrian and bicycle access, connecting Contra Costa and Marin Counties for those users for the first time.

This project is locally important because it would provide safe pedestrian and bicycle access to Point Molate Beach Park and the Pointe Molate Shoreline. Currently, I-580 blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway.

CCTA also supports Richmond Mayor Tom Butt's request to modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than it terminating at Marine Street.

In summary, this project would provide significant non-motorized mobility and safety benefits to the local community as well as the region as a whole, while completing a major segment of the San Francisco Bay Trail. We appreciate your time and attention to this matter.

Sincerely,

Julie K. Pierce
Chair

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

From: Wayne Cooper
Sent: Wednesday, June 24, 2015 2:13 PM
To: MTC Info
Cc: Wayne Cooper
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Wayne Cooper

=====

From: TRAC
Sent: Monday, July 20, 2015 8:55 PM
To: MTC Info
Subject: Fwd: letter to MTC Re RSR Bridge Access Improvement Project

Ms. Nguyen,
Richmond resident and former Mayor Rosemary Corbin asked me to forward her email below regarding the RSR Bridge Access Improvement Project.

Bruce

Bruce Beyaert, TRAC Chair

Begin forwarded message:

From: Rosemary Corbin
Date: July 20, 2015 5:54:01 PM PDT
To: TRAC
Subject: letter to MTC
Reply-To: Rosemary Corbin

Dear Ms Nguyen:

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Plan. This project will close major gaps in the San Francisco Bay Trail.

The project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the Point Molate Shoreline.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Richmond rather than terminating it at Marine Street. This will provide better access for hikers & bicyclists to public transportation.

Sincerely,

Rosemary M. Corbin

Member of the Bay Trail Committee & Former Mayor of Richmond

From: Michael Corona
Sent: Wednesday, June 24, 2015 12:56 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

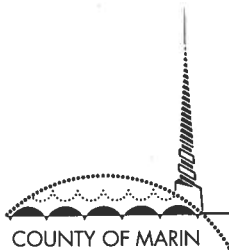
Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Michael Corona
Sent from my iPhone



DEPARTMENT OF PUBLIC WORKS

Quality, Excellence, Innovation

Raul M. Rojas
DIRECTOR

July 20, 2015

Administration
PO Box 4186
San Rafael, CA 94913-4186
415 473 6528 T
415 473 3799 F
415 473 3232 TTY
CRS Dial 711
www.marincounty.org/pw

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth Street, Oakland, CA 94607
Email: info@mtc.ca.gov
Fax: 510.817.5848

Accounting

Airport

Building Maintenance

**SUBJECT: Richmond-San Rafael Bridge
Access Improvement Project**

Capital Projects

Dear Ms. Nguyen:

Certified Unified Program
Agency (CUPA)

Communications
Maintenance

County Garage

Disability Access

Engineering & Survey

Flood Control &
Water Resources

Land Development

Purchasing

Real Estate

Reprographic Services

Road Maintenance

Stormwater Program

Transportation &
Traffic Operations

Waste Management

Marin County Public Works supports the proposal to add the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program (TIP). We would also like to thank Metropolitan Transportation Commission (MTC) staff for coordinating with Marin County and Caltrans staff regarding the overlaps between our San Quentin- Main Street Sidewalk Improvement Project and the proposed Richmond-San Rafael Bridge Access Improvement Project. We want to express our appreciation for including the portion of the Main Street sidewalk that is located in Caltrans right of way in the Richmond-San Rafael Bridge Access Improvement Project Description. In a previous meeting, the addition of a bus shelter at the transit stop located in Caltrans right of way was also discussed, but no decision was made. We would appreciate further discussions and coordination to see if the bus stop can also be added to the Richmond-San Rafael Bridge Access Improvement Project Description.

In reviewing the documents that were provided on-line, we have one additional comment. The FEIR Addendum project location map (at the end) does include Main Street connections, but it looks like it falls short of connecting to E. Sir Francis Drake Blvd. (by way of an added 3rd EB lane or a proposed Bay Trail), which is contrary to the following Project Overview Figure 2 and the map shown on the attached Fact Sheet.

If you have any questions or need additional information, please contact me at (415) 473-3076 or rgoralka@marincounty.org

Respectfully,



Bob Goralka
Principal Civil Engineer

Attachment: Project Fact Sheet
Bay Area Plan Draft Addendum

c: Bill Whitney, Project Manager, Transportation Authority of Marin
Ernest Klock, Principal Civil Engineer, County of Marin
Raul Rojas, Director of Public Works, County of Marin
Craig Tackabery, Chief Assistant Director of Public Works,
County of Marin



Richmond-San Rafael Bridge Access Improvement Project

PROJECT OVERVIEW

The project will reduce congestion on the Richmond-San Rafael Bridge by converting the existing shoulder on eastbound I-580 to a peak-period use lane between Sir Francis Drake Boulevard (Marin County) and Marine Street (Contra Costa County). To allow for the peak-period use lane and maintain bicycle access to Point Molate in Richmond, the project will upgrade the current bicycle access that relies on the I-580 shoulder with a separate bicycle/pedestrian path on the north side of I-580 adjacent to westbound traffic.

The project also will install a concrete barrier system on the upper deck of the Richmond-San Rafael Bridge to convert the existing freeway shoulder to a barrier-separated path for bicycles and pedestrians.

Peak-Period Use Lane on I-580 Freeway

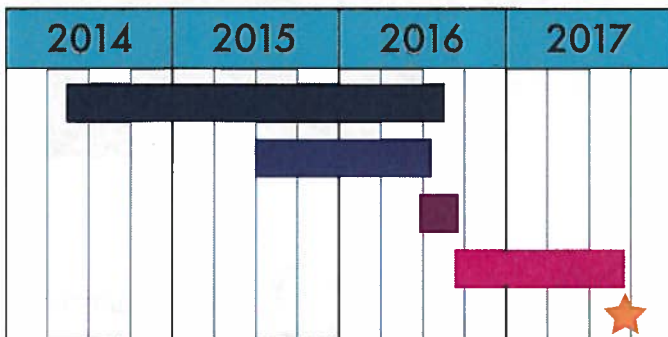
The peak-period use lane will be open to motorists during the weekday evening commute hours, when eastbound traffic is highly congested. To accommodate the additional traffic, the lane will require reconstruction of some components of the freeway. These include:

- Reconstruct the Main Street on-ramp (Marin County) with a retaining wall to improve the traffic merge with the new lane.
- Replace pavement on the bridge approach to accommodate traffic loads.
- Reconstruct a retaining wall in Richmond to achieve a safe sight distance for vehicles traveling in the new lane.
- Provide a barrier-separated bicycle and pedestrian path to Point Molate.

Bicycle/Pedestrian Path

To complete the path across San Francisco Bay, the westbound shoulder on the Richmond-San Rafael Bridge may be converted with a movable barrier-separated bicycle/pedestrian path. The movable barrier would allow Caltrans and BATA to complete bridge maintenance activities during short duration closures of the path. These closures will typically occur at night. The path will be 10-foot wide and will comply with standards outlined by the Americans with Disabilities Act.

PROJECT SCHEDULE (as of May 2015)



- Project Approval/Environmental Document
- Design
- Advertise & Award
- Construction

Open 3rd Eastbound Lane and Bike Path

PROJECT BENEFITS

- Reduces traffic congestion in eastbound direction of I-580 in Marin County
- Provides bicycle and pedestrian access between Contra Costa and Marin counties

COST ESTIMATE

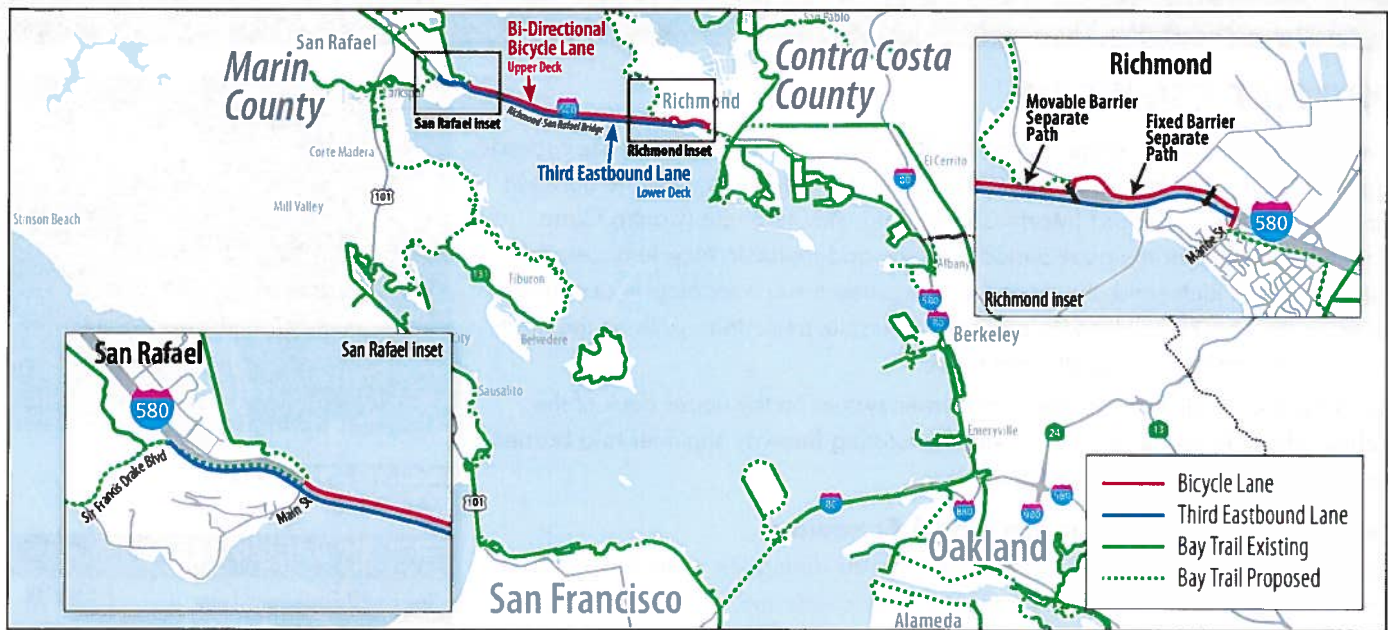
(May 2015)

Cost estimate by major project element	
3rd I-580 Eastbound Lane	\$32 M
R-SR Bridge — Bicycle Path	\$30 M
Contingency	\$12 M
Total	\$74 M



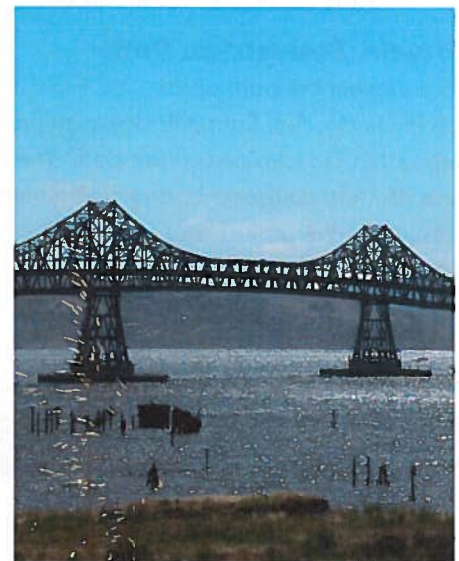
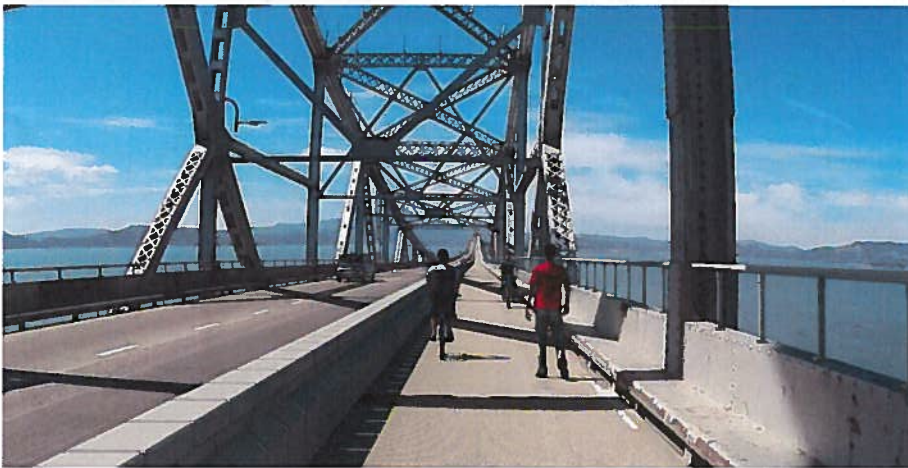
Eastbound I-580 requires widening in Contra Costa County to accommodate the third eastbound lane. The retaining wall shown must be removed and replaced with a wall set further back from I-580.

Richmond-San Rafael Bridge Access Improvement Project



Going Green! Connecting Marin and Contra Costa Counties for Bicyclists and Pedestrians

For the first time ever the Richmond-San Rafael Bridge will connect the Bay Trail between Contra Costa and Marin counties for bicyclists and pedestrians. Adding another link to the future 500-mile bicycle and hiking network benefits residents in both counties. The proposed path will begin in Richmond at Marine Street and continue adjacent to westbound I-580 to Main Street in San Rafael. A mix of permanent and moveable barriers will separate bicyclists from vehicle traffic.



The above rendering shows the proposed 10-foot bi-directional bicycle-pedestrian path on the upper deck of the Richmond-San Rafael Bridge. Path users will be separated from traffic by a concrete barrier system.





**Draft Addendum to the
Final Environmental Impact Report
Plan Bay Area
(State Clearinghouse No. 2012062029)**

Draft Issued: June 19, 2015



June 2015

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1 Introduction

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), acting as Lead Agencies' under the California Environmental Quality Act (CEQA), have prepared this Addendum to the Draft Environmental Impact Report (DEIR) and Final Environmental Impact Report (FEIR) for Plan Bay Area. The FEIR (State Clearinghouse No. 2012062029) was certified by MTC and ABAG on July 18, 2013.

Since July 2013 and the approval of the FEIR, the Bay Area Toll Authority (BATA), in cooperation with the California Department of Transportation (Caltrans) District 4, have initiated the Richmond-San Rafael (RSR) Bridge Access Improvement Project (project), which was not identified at the time of the adoption of Plan Bay Area and certification of the FEIR. The project proposes to convert the existing shoulders on the RSR Bridge to accommodate bicycle and pedestrian access on the upper bridge deck (westbound), and a new automobile travel lane on the lower deck (eastbound). Refer to **Figure 1** for the location of the proposed project and **Figure 2** for an overview of the specific improvements proposed.

Accordingly, this Addendum evaluates the potential impacts of inclusion of the project in Plan Bay Area relative to the conclusions reached in the FEIR prepared for Plan Bay Area. This Addendum has been prepared to conform to the requirements of CEQA and CEQA Guidelines § 15164.

This addendum also includes some technical revisions that are the result of updated air quality and transportation modeling completed by MTC in 2015. These revisions are minor and are noted as such, and do not change the conclusions that were made in the 2013 FEIR.

1.1 PURPOSE OF AN ADDENDUM

CEQA Guidelines § 15164(a) provides that the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR or Negative Declaration ("ND") if some changes or additions are necessary but none of the conditions described in CEQA Guidelines § 15162 calling for preparation of a subsequent EIR or ND have occurred (CEQA Guidelines, § 15164(a)).

An addendum need not be circulated for public review but can be included in or attached to the FEIR or ND (CEQA Guidelines § 15164(c)). The decision-making body shall consider the addendum with the FEIR prior to making a decision on the project (CEQA Guidelines § 15164(d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to § 15162 (CEQA Guidelines § 15164(e)).

Once an EIR or ND has been certified for a project, no subsequent EIR or ND is required under CEQA unless, based on substantial evidence:¹

1. substantial changes are proposed in the project which will require major revisions of the previous EIR or ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

¹ (CEQA Guidelines, § 15162, subd. (a); see also Pub. Resources Code, Section 21166).

2. substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the ND was adopted, shows any of the following:
 - a. the project will have one or more significant effects not discussed in the previous EIR or ND;
 - b. significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

There are no substantial changes proposed by the project or in the circumstances in which the project would be undertaken that require major revisions of the existing FEIR, or preparation of a new, subsequent or supplemental EIR or ND, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. As illustrated herein, the project is consistent with the 2013 DEIR and FEIR and would involve only minor changes.

1.2 INTENDED USES OF THIS ADDENDUM

An Addendum to a FEIR is an informational document used in the planning and decision-making process. The intent of this Addendum to the FEIR is to provide MTC and ABAG with additional information regarding the potential environmental impacts resulting from Plan Bay Area resulting from the inclusion of the project that was not available at the time of the certification of the FEIR. MTC and ABAG may approve the amendment to add this project into Plan Bay Area based on this Addendum. The impacts of the project remain within the impacts previously analyzed in the DEIR and FEIR (CEQA Guidelines § 15061(b)(3)).

The project does not require any revisions to the DEIR or FEIR. No new significant information or significant changes in circumstances surrounding the project have occurred since the certification of the FEIR. The previous analysis included in the DEIR and FEIR therefore remains adequate under CEQA. However, MTC and ABAG remain obligated to comply with all applicable mitigation measures and conditions of approval contained within the DEIR and FEIR.

1.3 INCORPORATION BY REFERENCE

In compliance with CEQA Guidelines § 15150, this Addendum has incorporated by reference:

- The 2013 DEIR and FEIR (SCH No. 2012062029) and all technical studies, analyses, and technical reports that were prepared as part of the 2013 DEIR and FEIR or for this Addendum.

Relevant information from documents incorporated by reference into this Addendum have been briefly summarized in the following section, and the relationship between the incorporated part of the referenced document and this Addendum has been described.

2 Project Description

This section provides a description of Plan Bay Area that was evaluated in the FEIR and the new project proposed by BATA for inclusion in Plan Bay Area.

2.1 OVERVIEW OF PLAN BAY AREA

Plan Bay Area (the Plan) reinforces land use and transportation integration per Senate Bill (SB) 375 and presents a vision of what the San Francisco Bay Area's (Bay Area) land use patterns and transportation networks might look like in 2040. **Figure 1.2-1** included in the DEIR illustrates the regional location of the Bay Area.

The Plan serves as the 2013 Regional Transportation Plan (RTP) for the Bay Area region and includes the region's Sustainable Communities Strategy (SCS) as required under SB 375. The Plan is by definition the combined land use and transportation plan, serving as a blueprint of how the Bay Area addresses its transportation mobility and accessibility needs, land development, and greenhouse gas (GHG) emissions reduction requirements through the year 2040. The Plan document presents its purpose and goals, tracks trends and evaluates project performance, details financial assumptions and expenditures, profiles key investments, and sets forth actions that the region would advocate and pursue over the next several years. See Plan Bay Area and supplementary reports for full details. These documents can be found at:

http://www.mtc.ca.gov/planning/plan_bay_area/

As a programmatic document, the 2013 DEIR and FEIR present a region-wide assessment of the potential impacts of the Plan and included mitigation measures to offset potentially significant effects. It focused on the entire set of projects and programs contained in the Plan (see **Section 1.1** of the DEIR for a list of projects included in the Plan). Specific analysis of localized impacts in the vicinity of individual projects was not included in the program level DEIR; all impacts of individual projects will be evaluated in future environmental review, as relevant, by the appropriate implementing agency as required under CEQA and/or NEPA prior to each project being considered for approval, as applicable.

2.2 RICHMOND-SAN RAFAEL BRIDGE ACCESS IMPROVEMENT PROJECT

The project proposes to convert the existing shoulders on the RSR Bridge to accommodate bicycle and pedestrian access on the upper bridge deck (westbound), and a new automobile travel lane on the lower deck (eastbound). Bicycle and pedestrian access on the upper deck of the RSR Bridge would be provided by installing a barrier to separate bicyclists and pedestrians from motorists (see Figure 1).

The total length of this project is approximately 6 miles [Contra Costa County post mile (PM) R4.98 to Marin County PM 3.16]. Within the project limits there are six existing structures; San Quentin Undercrossing (Main Street) (Br. No. 27-0070), the RSR Bridge (Br. No. 28-0100), Western Drive Undercrossing (Stenmark Drive) (Br. No. 28-0141R), Scofield Avenue Undercrossing (Br. No. 28-0140 L/R), Marine Street Undercrossing (Br. No. 28-0139), and the Castro Street Undercrossing (Br. No. 28-0290 L/R). All proposed improvements are anticipated to be within existing highway and local street rights-of way, except as noted below in Project Element 3.

The project consists of three major components that are interrelated:

- Element 1: Eastbound I-580 travel lane between Marin County and Contra Costa County
- Element 2: Bicycle/Pedestrian Path in Contra Costa County
- Element 3: Bicycle/Pedestrian Path on the RSR Bridge and connections to bridge

Purpose

The purpose of the proposed project is to:

- Reduce congestion and travel time on eastbound I-580/RSR Bridge
- Provide pedestrian and bicycle travel along the I-580/RSR Bridge corridor

Need

Congestion and Delay - Regional growth and local development in Marin County has resulted in significant traffic increases on eastbound I-580 and the RSR Bridge approach during evening peak commute periods. During evening peak periods, this results in significant traffic delays along I-580 eastbound, eastbound Sir Francis Drake Boulevard, and US 101 northbound south of Sir Francis Drake exit, with unacceptable level of service conditions occurring at the intersections of Bellam Boulevard/I-580 eastbound ramps, US 101 northbound ramps/Sir Francis Drake Boulevard, Larkspur Landing Circle (west)/Sir Francis Drake Boulevard, Larkspur Landing Circle (east)/Sir Francis Drake Boulevard, San Quentin Gates/Sir Francis Drake Boulevard, Anderson Drive/Sir Francis Drake Boulevard, and Main Street/I-580 eastbound ramps. Additional evening traffic congestion occurs on northbound US 101, from the Tamalpais Drive interchange to the Sir Francis Drake Boulevard off-ramp, and continues onto eastbound I-580. Because substantial growth is projected to occur in this region, there is a need to improve and expand eastbound bridge capacity to reduce and avoid additional traffic congestion and delay during peak commute hours.

Accessibility for Bicyclists and Pedestrians – The current lack of bicycle and pedestrian facilities across the RSR Bridge represents a major gap in the planned 500-mile Bay Trail. Overall, an estimated 37.9 million annual trips were made on the existing Bay Trail in 2005, making it one of the most heavily used recreational and non-motorized transportation corridors in the region, but

no access was available over the RSR Bridge. Sections of the Bay Trail adjoin the bridge on both sides and this gap prevents non-motorized access across a major transportation corridor linking Marin and Contra Costa County.

Description of Work

Project Element 1 - Eastbound I-580 Third Lane (including RSR Bridge Pilot Project)

Element 1 of the proposed project would construct a new third travel lane by converting the existing shoulder of the eastbound direction of I-580 across the lower deck of the RSR Bridge to a travel lane. The new lane will begin immediately downstream from the eastbound Main Street off-ramp in Marin County and terminate on the Contra Costa County side of the bridge, slightly downstream of the Marine Street/East Standard Avenue eastbound off-ramp in Richmond. The exact hours of operation of the lane will be outlined in the Project Report. Electronic and static signs will be used to operate and manage the lane during the hours of operations (refer to **Figure 2**). The third travel lane on the RSR Bridge is part of a pilot project (along with Element 3) that will run for a duration of four years, intended to test and evaluate the performance and use of the third travel lane. After 4 years, the third lane on the RSR Bridge may be made permanent, or will return to function as a shoulder during the off-peak hours. All other constructed components of this element would be permanent. All improvements for this element will be within existing state and local right-of-way.

Project Element 2 – Bicycle/Pedestrian Path in Contra Costa County

The proposed bi-directional bicycle/pedestrian path (bi-directional path) in Contra Costa County would be constructed along the north side of westbound I-580 from the Marine Street interchange in Contra Costa County to Stenmark Drive (formerly Western Drive) and the Toll Plaza where it would then connect to Project Element 3, discussed below. The bi-directional path would be implemented along the existing westbound I-580 shoulder and would replace the existing one-way Class III bicycle lanes in both eastbound and westbound directions of I-580 between Marine Street and the Toll Plaza. The proposed bi-directional path would be separated from vehicle traffic by a continuous concrete barrier. All improvements for this element will be within existing state and local right-of-way.

Project Element 3 – Bicycle/Pedestrian Path on RSR Bridge and Related Connections to RSR Bridge (Pilot Project)

Project Element 3 includes the continuation of the proposed bi-directional path between the Stenmark Drive off-ramp at the eastern end of the RSR Bridge, continuing onto and across the RSR Bridge to the Main Street (San Quentin) interchange at the western end of the bridge. This portion of the bi-directional path would be part of the pilot project that would run for four years, intended to test and evaluate the performance and use of bicycle/pedestrian path on the RSR Bridge. After the 4 years, the bi-directional path on the RSR Bridge may be made permanent, or will return to functioning as a shoulder. Pedestrian/bicycle access improvements are also included in this project element to improve multimodal circulation and connections to the RSR Bridge. With the exception of the segment of the bicycle and pedestrian path adjacent to the maintenance facility (on an easement to be provided by Chevron), all improvements for this element will be located within state and local right-of-way.

3 CEQA Checklist and Impact Analysis

3.1 SCOPE OF ANALYSIS

This Addendum considers whether the inclusion of the project in Plan Bay Area could result in any significant effects on the environments that were not already described in the 2013 DEIR and FEIR.

The level of significance of impacts resulting from the inclusion of the proposed project in the Plan would not result in any new impacts that were not previously disclosed, nor has the environmental baseline in the Bay Area changed since the 2013 FEIR, such that new impacts would be created. This addendum evaluates potential environmental impacts resulting only from the addition of the proposed project to the Plan, in comparison to what was evaluated in the 2013 DEIR and FEIR.

The following environmental categories were specifically examined in the context of the modification to the Plan discussed above:

- Transportation
- Air Quality
- Land Use and Physical Development
- Energy
- Climate Change and GHGs
- Noise
- Geology and Seismicity
- Water Resources
- Biological Resources
- Visual Resources
- Cultural Resources
- Public Utilities and Facilities
- Hazards
- Public Services and Recreation

3.2 ANALYSIS

Additional analysis has been conducted for the environmental topics listed above and the results are discussed below in **Table 1**. All of the environmental topics examined in the FEIR have been assessed and found not to have any material change from what has already been presented in the 2013 FEIR. All mitigation measures adopted in the 2013 DEIR/FEIR continue to remain in effect and are incorporated by reference in this Addendum.

Table 1 Summary of Impacts and Mitigation

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
Transportation					
Impact 2.1-1: Implementation of the proposed Plan could result in a substantial increase in per trip travel time for commute travel by any mode over existing conditions. A substantial increase in per trip travel time is defined as greater than 5 percent.	Less than significant	No. Implementation of the proposed project would not substantially increase (greater than 5%) per trip travel time for commute travel by any mode (see Table 4). The potential impacts or the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. There would not be a substantial increase in the severity of any previously identified effects.	NA	No	Less than significant
Impact 2.1.-2: Implementation of the proposed Plan could result in a substantial increase in per trip travel time for non-commute travel by any mode over existing conditions. A substantial increase in per trip travel time is defined as greater than 5 percent.	Less than significant	No. Implementation of the proposed project would decrease travel time for non-commute travel by all modes (see Table 5). The potential impacts or the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. There would not be a substantial increase in the severity of any previously identified effects.	NA	No	Less than significant

I-580 Access Improvement Project



Source: INTB and Circlepoint, 2015

Project Location Figure 1

Table 17 Revised FEIR Table 2.5-10, Total Regional Annual GHG Emissions

	2010 Baseline MTCO ₂ e	2040 Proposed Plan MTCO ₂ e	Change from Existing	Percent Change from Existing (2013 Plan Bay Area)
Land Use Emissions Subtotal	24,266,000	21,402,000	-2,864,000	-12%
Transportation Emissions Subtotal	26,193,000	19,912,202	-4,668,798	-19% (-13%)
Regional Emissions Total	50,459,000	41,314,202	-9,144,798	-18% (-12%)

Notes: * Where there is no change in percentage between the 2013 Plan Bay Area and Plan Bay Area with the project included, no parentheses containing the 2013 Plan Bay Area percentage is provided. Figures may not sum due to independent rounding.

Source: Metropolitan Transportation Commission, 2013 and 2015; Dyett & Bhatia, 2013.

The project is intended to reduce existing and future traffic congestion and offer non-motorized alternatives to travelling on the RSR Bridge, which in turn should result in reduced GHG emissions. Forecasted annual GHG emissions estimates would be the same with inclusion of the project in the Plan as were estimated with Plan implementation in the 2013 DEIR/FEIR (refer to **Table 16**). Furthermore, as shown in **Table 17**, the total regional annual GHG emissions would be reduced by 6 percent with inclusion of the project in the Plan relative to the 2013 Plan that was assessed in the FEIR.

Therefore, inclusion of the project in the Plan would not result in a substantial increase in the severity of any previously identified impacts or result in any new impacts not previously identified. The project would also incorporate the mitigation measures/standard best management practices identified in the DEIR/FEIR as applicable.

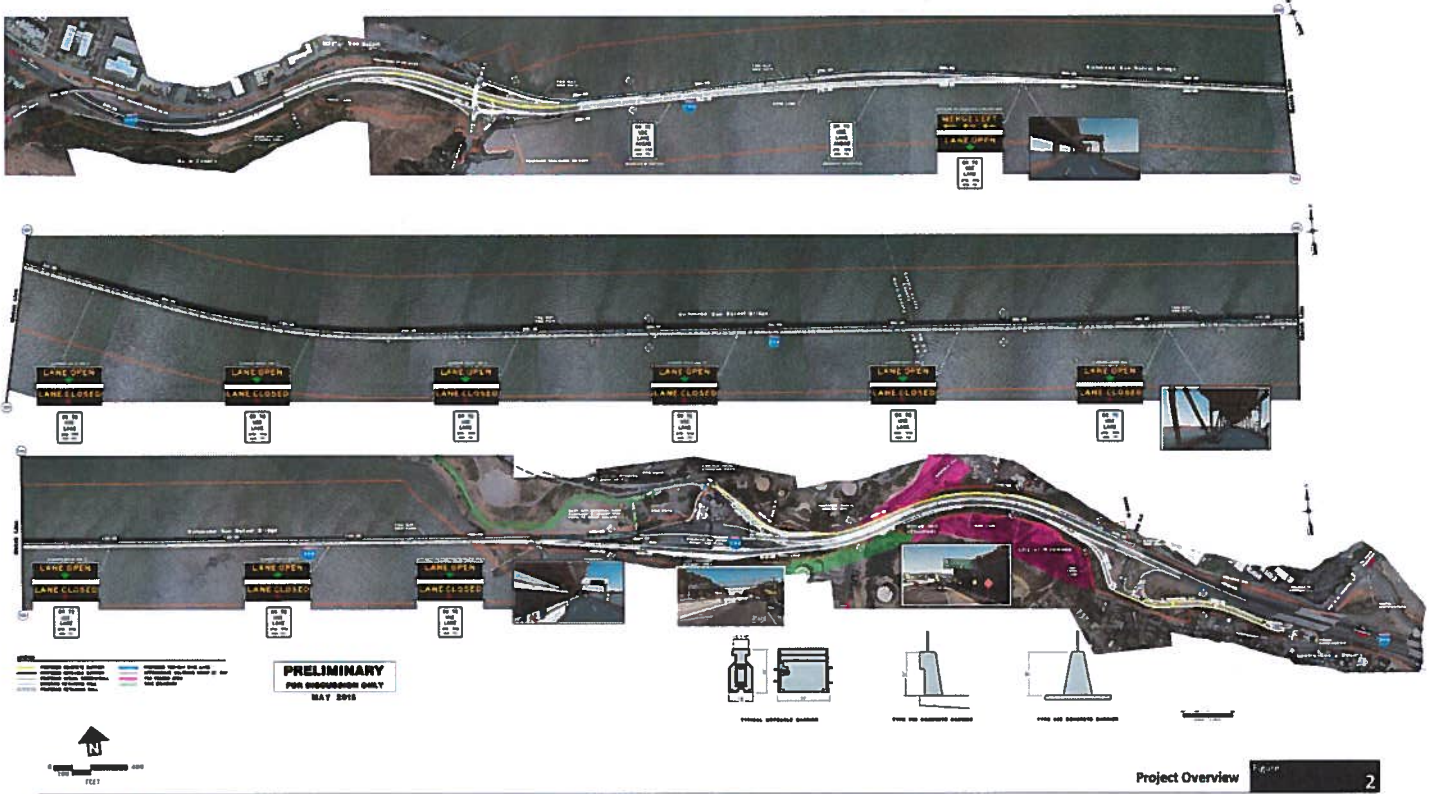
5 Conclusion

The addition of the proposed project would not result in any new significant environmental effects or substantial increases in the severity of the previously identified significant effects presented in the 2013 DEIR and certified FEIR completed for Plan Bay Area.

None of the conditions described in §15162 of the CEQA Guidelines requiring the preparation of a subsequent FEIR have occurred. Therefore, this Addendum to the 2013 FEIR is an appropriate level of environmental review for the inclusion of the proposed project in Plan Bay Area as identified in §15164 of the CEQA Guidelines.

I-580 Access Improvement Project

E:AN04-2.16800



Source: I-580 and Checkpoint, 2013

From: Walter Cox
Sent: Wednesday, June 24, 2015 4:59 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Walter Cox

From: Bonnie Jo Cullison
Sent: Saturday, July 11, 2015 3:41 PM
To: MTC Info
Cc: TRAC
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. My own experience biking along this section has caused me enough anxiety that I no longer bike out to the Point Molate shoreline anymore. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation and attract more cyclists, including myself, and pedestrians to Richmond's shoreline.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Bonnie Jo Cullison
Pt. Richmond, CA

From: Dan
Sent: Wednesday, June 24, 2015 12:18 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Sent from my iPad

From: Marinell Daniel
Sent: Friday, July 10, 2015 4:29 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Please help complete the trail.

Thanks,
Marinell Daniel

Sent from my iPad

From: David Davenport
Sent: Wednesday, July 08, 2015 12:54 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

Categories: Green category

Dear MTC:

I am writing to comment on the Richmond-San Rafael Bridge Access Improvement Project amendment to Plan Bay Area.

While the amendment allows for the noble cause of addressing congestion in the Richmond Bridge corridor, it fails to provide for a logical solution that will truly improve the conditions being addressed.

The conversion of the eastbound shoulder lane and associated improvements will have a huge positive impact on local street congestion in Marin County. In fact, immediately opening the shoulder lane would solve this serious issue. While Caltrans claims that the east end of the bridge cannot accommodate the third lane, their own construction project to replace the bridge over Stenmark Drive (previously called Western Drive) proved that it is possible.

Even if the third lane merges at the east end of the bridge, the existing traffic that backs up on surface streets and Highway 101 in Marin County could be accommodated on the bridge itself. This would go a long way towards addressing the afternoon commute problems in San Rafael and Larkspur.

However, the plan to convert the westbound shoulder to a bicycle lane is ill conceived. The access points on each end of the bridge are remote, and only the heartiest weekend "Spandex warriors" would take advantage of the new bridge access. Regular commuters (such as me) would never be able to utilize the bicycle lane. It is simply impractical for anyone to be expected to ride several miles on an elevated structure with strong winds, significant elevation changes, and exposure to adverse weather conditions. And unless significant improvements are made to connect the bridge to the communities on each end, MTC will be failing in its duty to provide even an ill-conceived project because it will be so difficult to access.

Rather than convert the westbound shoulder to a bicycle lane, it would be better if MTC pursued a project that actually helped commuters. A worthwhile project would have two components:

1. Convert the westbound shoulder to a traffic lane, similar to what is planned for the eastbound shoulder. By providing a third lane, Golden Gate Transit buses would be able to operate more efficiently and attract riders, which could result in a reduction in car traffic. Right now there is little incentive to use public transit because buses are stuck in the same congestion as private automobiles.
2. Provide a bicycle shuttle similar to the one operated on the Bay Bridge and/or increase bus service levels on Golden Gate Transit to accommodate bicycles. The shuttle (or extra GGT bus service) should be designed to pick up bike riders within the communities on each end of the bridge, eliminating the problem of poor access east of the Canal area (San Rafael) and west of Point

Richmond. Logical access points for the shuttle would be at Bellam & Andersen in San Rafael, which is near the Cal Park tunnel path and accessible via surface street bike lanes, and at Cutting & 23rd in Richmond, which is accessible via bike lanes on those streets.

Sadly it appears that MTC is on a pre-determined path, and comments like these will be simply ignored. At the very least, the proposed project needs two changes to avoid being maligned upon completion:

1. Bicycle and pedestrian access must be improved on both ends of the bridge. On the west end, this includes the construction of an improved bus stop area on the Main Street on-ramp, bicycle lanes on East Francisco Blvd., and a new bi-directional bicycle path crossing 580 to Andersen Drive and/or Sir Francis Drake Blvd. On the east end, this includes the construction of a new bi-directional bicycle path from the bridge to Tewksbury & Castro in Point Richmond, the creation of well-paved bicycle lanes on Tewksbury, and smooth debris-free bicycle lanes along Cutting Blvd. and Marina Way (to/from the Bay Trail).

2. A bus queue-jump lane onto 580 from Point Richmond (from Castro & Tewksbury) and again from the Richmond Parkway on-ramp to the far side of the toll plaza.

While I applaud MTC's focus on this long-neglected bridge corridor, I am concerned that the plan as it stands will do little to help bicyclists, bus commuters, and morning traffic conditions.

Sincerely,
David Davenport
Berkeley, CA
Avid bicyclist, transit user, and 7-year commuter to San Rafael.

From: Susie Davis
Sent: Friday, July 17, 2015 9:13 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

Sincerely,

Susie Davis

From: Corinne DeBra
Sent: Friday, July 10, 2015 10:54 AM
To: MTC Info
Cc: TRAC
Subject: Support for Richmond SR Bridge Access Improvemnt. Project

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth Street, Oakland, CA 94607

Hello Ashley,

I'd like to voice my strong support for the Richmond/San Rafael Bridge Access Improvement Project.

I've probably walked as many or more miles on the Bay Trail as anyone in the Bay Area, having initially done a 1,000 mile walk (in segments) around the completed and planned Bay Trail (9 counties, 45+ cities). The Bay Trail is fabulous for pedestrians and bicyclists for recreation and commuting to work, and connecting communities; however, there are still a few segments that feel very unsafe. I would love to see mitigations in these areas to prevent further injuries or deaths and to help complete this amazing Bay Trail project that connects so many communities.

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Corinne C. DeBra

Walking the Bay

www.walking-the-bay.com

From: Nick Despota
Sent: Monday, July 13, 2015 4:36 PM
To: MTC Info
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

My wife and I frequently ride our bikes from East Richmond (east of I-80, near Barrett Ave.) to the Bay Trail. Once there, we pedal south or north to enjoy the stunning views of the bay. But what's more significant is that on any given ride, we will encounter dozens of other cyclists. With every passing year, the numbers increase. For this reason, I ask you to include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will not only close major gaps in the San Francisco Bay Trail, including a section of the Point Molate Trail in Richmond, but it will also be an important step in forging the link between Contra Costa and Marin Counties.

Of course, safety is a key concern for both pedestrians and cyclists. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

Following the advice of specialists from TRAC in Richmond, I further ask that you modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Nick Despota
Richmond CA

From: J. Deveney
Sent: Friday, June 26, 2015 9:19 AM
To: MTC Info
Subject: Bad idea

I am opposed to 1) converting the existing shoulder on eastbound I-580 to a peak-period use lane during the weekday evening commute hours between Sir Francis Drake Boulevard (Marin County) and Marine Street (Contra Costa County); and 2) upgrading the current bicycle access with a separate 10-foot bi-directional bicycle/pedestrian path on the north side of I-580 adjacent to westbound traffic - connecting for the first time ever the Bay Trail between Contra Costa and Marin counties.

The current weekday auto traffic jams on eastbound I-580 will be aggravated by converting part of the roadway for use by an insignificant number of bicyclists.

From: Carla DeVillez
Sent: Wednesday, June 24, 2015 12:21 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

From: Jim Dickson
Sent: Wednesday, June 24, 2015 2:12 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Sent from my iPhone

Kathryn Dienst

Richmond CA



Date: July 18, 2015

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eight Street
Oakland CA 94607

info@mtc.ca.gov

RE: Richmond San Rafael Bridge Access Improvement Project and Point Molate Trail Connector

Dear Ashley Nguyen and Commission:

The Bay Trail highly influenced my decision to move to Richmond, whose Bay Trail section has world-class views. By connecting shoreline parks (Chavez, Point Isabel, Marina Bay, Miller Knox, Point Molate, Point Pinole) it is a phenomenal regional resource for many activities, including biking, walking, viewing birds, boating events, and joining communities. We strongly endorse improvements to Point Molate, and the San Rafael Bridge connection to Marin.

My husband and I were entering retirement and seeking an active lifestyle that included the ability to walk or bike daily, without having to drive a great distance; the Bay Trail in our neighborhood closed the deal. We use the Bay Trail daily, appreciating the exercise that it gives us, but also it has built community. Any time of the day, we meet neighbors walking their dogs, taking their kids for a bike ride or viewing the bay. Some of our neighbors use the Bay Trail to commute to their workplaces, directly or combined with a BART ride. It is both recreation and an essential travel corridor.

The Bay Trail also provides a regional connection. We often meet bikers from Berkeley and other East Bay cities. As I am writing this, seven bikers have ridden past, who probably belong to a bike club. We have met bikers from San Francisco, who arrived in the East Bay by BART.

But we also have met bike riders from as far away as Sacramento, who have combined bike trails and Amtrak for a weekend adventure. There is nothing like this in California, and we should continue to expand bike/mass transit connections to Marin, to combine with a network of bike paths and an active biking community. It would also connect Richmond to the Larkspur ferry (and I can envision biking to Larkspur, ferry riding to SF, and returning by BART).

I am eager to ride my bike over the San Rafael Bridge to Marin. A safe crossing to Point Molate is an integral part of this. Please, please move this project along while I am young enough to take advantage of it!

From: Deborah Dodge
Sent: Friday, July 10, 2015 10:31 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,
Deborah Dodge

Deborah Dodge
Richmond CA

From: Dan Doellstedt
Sent: Saturday, July 18, 2015 12:57 PM
To: MTC Info
Subject: Richmond San-Rafael Bridge Access Improvement Project Seeks Inclusion into Plan Bay Area and Transportation Improvement Program

Addressed to TO:
Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Hello,

In 2006 I was paralyzed and my friend Died when a car crashed into the bike lane on the entrance to the San Rafael/Richmond Bridge.

I was a big Bicyclist before my accident. I would never put a bike lane on a freeway. Besides being a invitation to Auto/Bike accidents, It would also be a poorly used and waste to space for drivers. Big trucks are very common and a great risk and irritation for bicyclists. It is a very narrow bridge.

I would also consider future changes in electric vehicles that could change your priorities.

As much as I would love to see a reduced auto traffic and increased bicycle traffic, this is not a good answer.

Please consider these concerns.

Thank You,
Dan Doellstedt

--

Dan Doellstedt

From: gd
Sent: Friday, July 17, 2015 2:53 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

[Email Metropolitan Transportation Commission]

Be sure to paste in message below with your personal edits plus your name and address!

NOTE: If the email button above does not work properly, just send your message to [TRAC](#) and we'll gladly forward it. Thank you!

SUGGESTED MESSAGE:

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Gray Douglas

Richmond, Ca

From my dinky "smart" phone

From: Pam Drew
Sent: Tuesday, June 23, 2015 12:39 PM
To: MTC Info
Subject: Comment on a proposal to add the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program (TIP)

Re: Comment on a proposal to add the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program (TIP)

Dear MTC,

I am squarely for creating a third lane eastbound on the San Rafael Bridge. I am well aware that the Marin County Bicycle Coalition (Lobby) in concert with the San Francisco bicycle lobby has made sure that the completion of an expensive new bike lane from a site along 80 near industrial Richmond to Point Molate is linked to building the third lane. The regulations which bureaucrats like Diane Steinhauser point to which 'tie their hands' and make the completion date for the third lane 2 or 3 years from now are an outrage. The proposal to put this unnecessary, little-used but 1st class bike lane on our TIP because otherwise the bike lobbies will hold up the third lane as long as they possibly can, is nothing short of transportation blackmail. I'm sure Supervisor Steve Kinsey figures in this somewhere. The excess in the spending for such "equity" projects would be laughable if the money were not so sorely needed for the thousands who are stuck in our traffic. Now is the cue for some transportation "expert" to say that if our commuters all lived where they work or rode bikes to get there, we wouldn't have this problem. That kind of remark is no longer even slightly amusing. Spend the money where it can do the most good for the greatest number.

Pam Drew

From: Nic Drexler
Sent: Tuesday, June 23, 2015 2:03 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge

Hi,

I recently moved to the north bay from the east bay, and before would often bike up to Sonoma County from Oakland, which was made much harder by having to bike all the way over the Carquinez Bridge to go north. It would be so great to be able to bike across the Richmond Bridge for when I want to now bike from the north bay to the east bay.

Thanks!

Nic Drexler M.S. L.Ac.
www.drexleracupuncture.com/

From: Nic Drexler
Sent: Friday, July 10, 2015 8:58 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

For years when I wanted to bike to sonoma county from Alameda to visit my family, I would have to go way out of my way all the way to the carquinez bridge, what a pain! Or have to take BART to san francisco and start there, another huge pain! This connection would be amazing for me.

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Nic Drexler M.S. L.Ac.
www.drexleracupuncture.com/

From: David Duff
Sent: Thursday, July 16, 2015 4:34 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

David Duff

Richmond, CA

David Duff, LEED GA
Project Manager

[Web](#) | [Facebook](#) | [LinkedIn](#) | [Blog](#)



The contents of this electronic transmission and any attachments are intended for the designated recipient(s) only. The contents, including attachments, may be confidential and subject to a non-disclosure agreement and/or one or more legal privileges against unauthorized reading, copying, storing, retransmission or dissemination. If you have received this information in error, please notify the sender immediately by reply email and permanently delete this email and any attachments without reading, forwarding or saving them. Thank you.

From: Al Dugan
Sent: Wednesday, June 24, 2015 1:05 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

I do not support the bike lane being added to the bridge. This is a ridiculous waste of taxpayer dollars being pushed by a small special interest group and the politicians they support.

Thank you.

Al Dugan
Novato
Sent from my iPad

From: Eegrass
Sent: Friday, July 10, 2015 9:26 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

I support this this project for the richmond bridge access because I knew the man who died trying to get to point molate.. It was such a shame and only happened because there was no other way to get to the area. It was on the last day of a trip to visit his old friends in Bay Area and left two daughters, his wife and mother grieving. It should be built in his memory.. Danny Weinstein.

Sent from my iPad

From:
Sent: Monday, July 20, 2015 8:22 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth Street, Oakland, CA. 94607

This project will not be an improvement for vehicle traffic westbound on the bridge. By removing the shoulder (lane), there will be more vehicle traffic delays westbound. You will be removing important emergency vehicle access. You will be removing parking for vehicle emergency pullout. You will be removing emergency storage area for vehicles involved in wrecks. You will be removing area used by bridge maintenance crews. The delay to vehicle traffic on the bridge during the morning commute is already long, due to breakdowns, wrecks, and traffic volume. It does not need to be increased, by waiting longer to haul vehicles off the bridge. The number of pedestrian, bicycle crossings would be very low, and would not justify the removal of a traffic / emergency lane. Look at how much the van was used to haul bicycles and pedestrians across the bridge, when they had it. If anything, bring back the van, or build the bike, ped. lane somewhere else out of the present vehicle lane set up.

Marin County needs to improve its access from I-101 and I-580.
Do not move traffic problems from city streets on to the bridge.

Garland Ellis
Richmond, CA.

From: Karen Engbretson
Sent: Friday, July 17, 2015 9:25 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue. Since I'm a Point Richmond resident, an avid walker and a GGBHTD/Golden Gate Transit employee, extending the bike/ped path to the bus stop will be a big win for the community and public transit.

Sincerely,

Karen Engbretson, Richmond, CA

Karen B. Engbretson, ARM
Claims Administrator
Golden Gate Bridge, Highway & Transportation District

From: Clayton Engstrom
Sent: Wednesday, June 24, 2015 12:00 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours for vehicles, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

From: Jean-Marie Enjuto
Sent: Monday, July 13, 2015 8:11 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

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However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Juan-Maria Enjuto Quilez

Kensington, CA

Sent from Windows Mail

From: Michelle Fadelli
Sent: Wednesday, June 24, 2015 12:11 PM
To: MTC Info
Cc: Esqueda, Liset
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

I live in El Cerrito and work in San Rafael, and have been commuting across the bridge for ten years. It is so frustrating to be stopped in traffic in the middle of the bridge when the space for the third lane is sitting there empty. Let's use the space to move cars along—reduce the pollution of idling vehicles and get people to work on time!

Thank you.

Michelle Fadelli

From: Fraser Felter
Sent: Thursday, July 16, 2015 1:28 PM
To: MTC Info
Cc: Bruce Beyaert
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

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However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely, Fraser & Bronte Felter

Richmond, CA

From: TRAC
Sent: Monday, July 13, 2015 10:13 PM
To: MTC Info
Cc: Victoria Folks
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Ms.Nguyen,
Richmond resident Victoria Folks asked TRAC to forward the email below to you.
Bruce

Bruce Beyaert, TRAC Chair

Begin forwarded message:

From: Victoria Folks
Date: July 13, 2015 10:01:59 PM PDT
To:
Subject: **Support for Richmond/San Rafael Bridge Access Improvement Project**

Hi! Can you forward this please?

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Victoria Folks

Richmond, CA

--

Victoria Folks

BTSA Coordinator, Reach Institute for School Leadership

From: richard fowler
Sent: Wednesday, June 24, 2015 1:25 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager Metropolitan Transportation Commission Dear Ms. Nguyen and the Metropolitan Transportation Commission, I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program. By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay. I'd also like to point out that getting on the freeway northbound from Corte Madera, drivers have to cross to lanes of very slow moving traffic to enter a lane of fast moving traffic - a very exciting maneuver at times. Furthermore as someone who is sensitive to particulate matter in the air I feel the impact of traffic congestion caused pollution. Thank you for your consideration. Richard M. Fowler

From: Jim Fraser
Sent: Thursday, June 25, 2015 6:11 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Jim Fraser

Jim Fraser
Councilman
Town of Tiburon

From: Ellen Franzen
Sent: Friday, July 10, 2015 12:46 PM
To: MTC Info;
Support for Richmond/San Rafael Bridge Access Improvement Project
Cc:
Subject:

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Ellen Franzen
Berkeley, CA

From: robin freeman
Sent: Friday, July 10, 2015 8:50 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Completing that section of the Bay Trail is a wonderful opportunity. I fully support it. Our faculty and students will be able to use it for field lab trips.

Prof. Robin Freeman
Watershed Center
Environmental Management and Technology
Merritt College
www.ecomerritt.org

From: Maxina Freitas
Sent: Wednesday, June 24, 2015 12:01 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

From: michael friel
Sent: Tuesday, June 23, 2015 5:37 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge

Dear Ashley Nguyen,

I recently heard that Bike East Bay has been working with the Bay Area Toll Authority on a plan for bicycle and pedestrian access on the Richmond-San Rafael Bridge and that this new path and section of the Bay Trail is fully funded and planned to open in 2017. I am writing to tell you that I am a big supporter and very happy to hear this news as a avid cyclist who has used the bike path across the Benicia and Golden Gate bridges. I am excited by the prospect of being able to travel across the Richmond bridge by bike. Keep up the great work making the bridges accessible to walkers & bikers as it is very important for us to have alternative environmentally friendly and healthy access across the bridges.

Regards,

Michael Friel
Albany, CA

From: Peter Fulchiron
Sent: Friday, June 26, 2015 2:31 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Peter Fulchiron, CLU, CAP
Novato, CA

From: Patty Garbarino
Sent: Wednesday, June 24, 2015 4:11 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

From: TRAC
Sent: Monday, July 13, 2015 2:37 PM
To: MTC Info
Cc: Jason Gardner
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Ms. Nguyen,
Berkeley resident Jason Gardner asked TRAC to forward his email below for MTC's consideration.
Bruce

Bruce Beyaert, TRAC Chair

Begin forwarded message:

From: Jason Gardner
Date: July 13, 2015 2:00:39 PM PDT
To:

Thanks for forwarding!

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Thanks for the opportunity to comment. As someone who has driven the Richmond/San Rafael Bridge three days a week for the last twenty years, I cannot wait for the chance to make this commute by bicycle!

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible

only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Jason Gardner
Berkeley CA

From: Kent Gershengorn
Sent: Wednesday, June 24, 2015 12:36 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

From: Joel Gerwein
Sent: Tuesday, June 23, 2015 12:44 PM
To: MTC Info
Subject: Bike/ped access on Richmond-San Rafael Bridge

Dear Ms. Nguyen-

I am writing to voice my support for bike-ped access on the Richmond-San Rafael Bridge. I am an avid cyclist living in Berkeley and would welcome the opportunity to cycle across the bridge, which would provide excellent access to riding in Marin County and allow for a continuous section of the Bay Trail. My friends who commute to San Rafael would also welcome the opportunity to cycle across the bridge for work.

Thanks for your work on this project.

Sincerely,

Joel Gerwein
Berkeley, CA

From: the ellen
Sent: Friday, July 10, 2015 11:56 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

[Email Metropolitan Transportation Commission]

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Ellen Gierson

Oakland

June 23, 2015

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth Street, Oakland, CA 94607
Email: info@mtc.ca.gov

I support adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program (TIP).

My wife and I (64 and 66 yrs respectively) ride our bikes to work from Point Richmond to Berkeley using the Bay Trail. We live in San Rafael, and currently transport our bikes by car over the Richmond San Rafael Bridge where we park and continue by bike to our offices in Berkeley. A bike route over the bridge would allow us to make the 17 mile route entirely by bicycle.

As the current Chair and long time member of the City of San Rafael Bicycle and Pedestrian Advisory Committee, I have encountered many people who would use this resource for daily commuting and/or recreational travel.

A separated bi-directional bicycle/pedestrian path on the north side of I-580 adjacent to westbound traffic will provide a safe and direct connection of the Bay Trail between Contra Costa and Marin counties.

Now is the time to make a commitment to non-motorized transportation and air quality by incorporating bicycle and pedestrian improvements into regional transportation infrastructure.

Thank you for your efforts in this regard.



Tim Gilbert

San Rafael California

From: Gayle Gillfillan
Sent: Friday, July 17, 2015 2:03 PM
To: MTC Info
Subject: Richmond San-Rafael Bridge Access Improvement Project - Comments

ASHLEY – heard from Supervisor John Gioia’s office that you’re taking comments on the Richmond San-Rafael Bridge Access Improvement Project. My comment follows:

Forget the Bay Trail! We need more lanes for car traffic, the commute situation across the Richmond-San Rafael Bridge is horrible.

Thanks for taking comments. - GAYLE

From: James Goddard
Sent: Wednesday, July 08, 2015 1:43 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Sincerely,

James Goddard

From: Allison Gomer
Sent: Wednesday, June 24, 2015 1:02 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

From: Teri Goodman
Sent: Sunday, July 12, 2015 3:48 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

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However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Teri Goodman

Berkeley, CA

From: sara g.
Sent: Wednesday, July 15, 2015 4:30 PM
To: MTC Info
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Ashley Nguyen, Project Manager M.T.C.

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in the Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, ie: a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Sara P. Goolsby
Richmond, CA

From: Julie Griffith
Sent: Monday, June 29, 2015 6:34 AM
To: MTC Info
Subject: Richmond Bridge

I drive the bridge five days a week and I am totally against having a bike lane. There are enough problems on the bridge without adding bicyclists. If you add a bike lane, there will be no shoulder to pull over if there is an accident. Most accidents occur on the westbound direction of the bridge. The distraction of bicyclists would slow down traffic even more. Also I can not see spending this much money on such a project. The third lane on the lower deck is also not necessary. Maybe a third lane on 580 leading up to the bridge would be better. The retrofitting of the bridge already caused enough backup, let's not do this again. Leave the bridge alone.

Thank you,
Julie Griffith - commuter
Sent from my iPad

From: Jonas/Hackworth
Sent: Friday, July 10, 2015 10:09 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

And lastly I plan to personally use this new bike path to commute to work in Larkspur ever day I possibly can for the rest of my career.

Sincerely,

Bart Hackworth
Richmond, CA

From: Robert Hancock
Sent: Wednesday, June 24, 2015 3:02 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager Metropolitan Transportation Commission Dear Ms. Nguyen and the Metropolitan Transportation Commission, I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program. By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay. Thank you.

From: lesli
Sent: Monday, July 13, 2015 6:08 PM
To: MTC Info
Subject: support MBT molate bay trail!!!

leslie Handmacher

From: HarryT
Sent: Wednesday, June 24, 2015 11:48 AM
To: MTC Info
Cc: Assemblymember Levine
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

From: Caitlin Harvey
Sent: Friday, July 17, 2015 2:56 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

As a resident of Point Richmond and an avid long-distance cyclist, who enjoys riding routes in both Marin County and the East Bay, I would like to voice my support for the new Richmond/San Rafael Bridge Access Improvement project. This connection across the Bay is the one element missing from an otherwise ideal cycling locale. Currently, I have to put my bike in my car and drive it to Marin County to ride and take part in the many cycling activities happening there, which is obviously absurd. A bridge connection would let bikes function as the practical vehicles they were meant to be, reduce traffic and pollution, and save many people money and frustration while increasing their enjoyment of our area.

With this in mind, please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

One suggestion for improvement of the current strategy would be to modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This would provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Caitlin Harvey

Richmond, CA

From: Chris Havel
Sent: Thursday, July 09, 2015 12:39 PM
To: MTC Info
Subject: Comments to Plan Bay Area/TIP re: RSR bikelane
Attachments: Comments to MTC.docx

Please see the attachments for a brief list of comments that I would like to be responded to. Thank you.

- What data supports a demand or a need for bicycle/pedestrian use across or on the RSR bridge that cannot be accommodated with existing bus or shuttle?
- Is there any economic benefit to a bike path? Currently, most bicycle users enjoy the recreational opportunities on the East Shore bike path from Richmond to Emeryville and numerous locations for bicycling in Marin County. However, very few would ride the additional 5 miles up/down (plus round trip back!), against heavy winds, deafening roar of traffic, dust and debris being kicked up by traffic to get somewhere they don't actually need to be. For recreation, most bikers use car racks and drive to a desired location for shorter, more enjoyable options or they ride in their local community sphere without using a car.
- How will the loss of the shoulder on the upper deck affect traffic when there is a minor accident or breakdown?
- How will the loss of the shoulder affect the ability to maintain and paint the bridge in an economical way?
- Morning rush hour traffic on WB 580 (presumably the same volume that backs up on EB in the PM commute) has become very heavily congested in recent years, backing up almost to Regatta. Has there been a study or consideration to convert the shoulder to a third traffic lane on the upper deck as well?
- The current toll plaza should be widened to increase capacity or the booths should become automated like on the Golden Gate to eliminate the "cash lane" backup. Is this being planned?
- The merge lane just past the toll plaza will need to be shortened to accommodate the proposed bike lane. Won't a shorter merge of 7 lanes into 2 lanes create more congestion during peak periods?
- Does MTC plan to make public the comments and responses currently being solicited for the amendments to Plan Bay Area and the TIP?

From: David Hay
Sent: Wednesday, June 24, 2015 12:36 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Sent from my iPhone

From: David Hellman
Sent: Wednesday, June 24, 2015 1:21 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

David Hellman

David M. Hellman Attorney & CPA
San Rafael, CA

Tel.:

Fax:

Website:

Email:

Certified Specialist in Taxation Law and in Estate Planning, Trust and Probate Law by the California State Bar Board of Legal Specialization.

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From: Steve Henderson
Sent: Wednesday, June 24, 2015 12:00 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.
Steve Henderson
Mill Valley

From: Peter Hensel
Sent: Wednesday, June 24, 2015 12:05 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Scrap the contemplated bike-pedestrian lane on the Richmond-San Rafael Bridge.

It's absurd and a money waster.

Your transportation improvement project will fare better if you uncouple the bike lane, a certified boondoggle, from opening the bridge's third lane for commutes.

Peter Hensel, Corte Madera

From: Lindsey Huebner
Sent: Wednesday, June 24, 2015 12:01 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

This impacts our family regularly. My husband, who commutes to SF daily, takes the GGT bus downtown in the mornings (one mode of transit) but must take the ferries home - 3 modes with bike share to the ferry, the ferry and the Ross Valley shuttle bus - because the terrible 101 backup in the evenings takes too long. Many fellow commuters do the same.

Our ferries are full. The Bay Area must beef up its transit and, in the meanwhile, pursue pragmatic measures like this.

Thank you.

Lindsey Huebner

Pam Grove

From: Lindsey Huebner
Sent: Wednesday, June 24, 2015 5:12 PM
To: MTC Info
Subject: Re: Richmond-San Rafael Bridge Access Improvement Project

Thank you. If is helpful, you can list that I live in Fairfax, CA and am a resident of Marin.

> On Jun 24, 2015, at 5:05 PM, MTC Info <info@mtc.ca.gov> wrote:

>

> This is to acknowledge receipt of your comment on the Richmond-San Rafael Bridge Access Improvement Project now under consideration for inclusion as part of Plan Bay Area 2013, as well as the 2015 Transportation Improvement Program and the associated air quality analysis and environmental impact report. Your comment will be included in the official public record, summarized and responded to after the close of public comment period, which ends on July 20. The Metropolitan Transportation Commission will notify you when responses to all comments are available.

>

> Once again, thank you for taking the time to share your views.

>

> Ellen Griffin
> Principal, Public Engagement
> Metropolitan Transportation Commission

>

> -----Original Message-----

> From: Lindsey Huebner [mailto:]
> Sent: Wednesday, June 24, 2015 12:01 PM
> To: MTC Info
> Subject: Richmond-San Rafael Bridge Access Improvement Project

>

> To: Ashley Nguyen, Project Manager
> Metropolitan Transportation Commission

>

> Dear Ms. Nguyen and the Metropolitan Transportation Commission,

>

> I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

>

> By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

>

> This impacts our family regularly. My husband, who commutes to SF daily, takes the GGT bus downtown in the mornings (one mode of transit) but must take the ferries home - 3 modes with bike share to the ferry, the ferry and the Ross Valley shuttle bus - because the terrible 101 backup in the evenings takes too long. Many fellow commuters do the same.

>

> Our ferries are full. The Bay Area must beef up its transit and, in the meanwhile, pursue pragmatic measures like this.

>

> Thank you.

>

> Lindsey Huebner

>

>

From: Alex Hughes
Sent: Monday, July 13, 2015 9:43 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Alex Hughes

Oakland, CA

From: Tamara Hull Arnold
Sent: Wednesday, July 01, 2015 7:52 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

I live in Greenbrae, and the impact of the traffic affects me every work day, and sometimes on the weekends. Events like the upcoming closure of Doyle Drive will be unbelievably dreadful. So I have planned to leave the bay area to avoid the stress.

Last year, on several occasions, it took me more than 15 minutes just to be able to back out of my own driveway so that I could take my son to school, or go to work. And even then I had to coordinate with my neighbors to literally stop drivers and ask them to let us into the line of traffic.

You see, I live on one of the "feeder" streets - Via La Cumbre - and the traffic was so bad that people couldn't leave the neighborhood to enter Sir Francis Drake Blvd because Sir Francis Drake was jammed and not moving, in either direction. I had to utilize every side street I could find to drive the 2 miles to my son's school and that drive took another 45 minutes. Yes, to go 2 miles in the westerly direction from my home to Kent Middle School.

That is unacceptable "Level of Service" traffic.

Thank you.

Tamara Hull

From: Gordon Imrie
Sent: Thursday, July 16, 2015 11:09 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

This decision reminds me of BART, where it is obvious in hindsight there should have been far more connectivity around the Bay. Am counting on you and your colleagues to not repeat that kind of short-sightedness.

So please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Gordon Imrie
Point Richmond, CA

From: David Jaber
Sent: Monday, July 20, 2015 10:43 AM
To: MTC Info
Cc: Bill Pinkham;
Subject: Richmond San-Rafael Bridge Access Improvement Project

To:
Ashley Nguyen, MTC

Regarding the request for comments at http://www.mtc.ca.gov/news/press_releases/rel688.htm, due today.

I'm all for bicycle and pedestrian access between Contra Costa and Marin counties. You should certainly take cost into account, but if bicycle\ped access improvements are less than a large fraction of the costs for similar motor vehicle bridge upgrades that have been done, I'd recommend moving forward. And the ability of cyclists and pedestrians to go between counties isn't necessarily about the GHG numbers, as I wouldn't expect a great deal of commuter shift -- it's about equity and transportation choice.

Thank you for the opportunity to comment.

David Jaber
Berkeley, CA

From: Frank James
Sent: Tuesday, June 23, 2015 2:45 AM
To: MTC Info
Subject: Re: Richmond-San Rafael Bridge Access Improvement Project

The project should include a light rail from the Richmond Bart station to San Rafael.

On Monday, June 22, 2015 4:57 PM, MTC Public Information <info@mtc.ca.gov> wrote:



Richmond-San Rafael Bridge Access Improvement Project Seeks Inclusion into Plan Bay Area and Transportation Improvement Program

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) invite Bay Area residents to comment on a proposal to add the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program (TIP). The 30-day comment period began on Friday, June 19, 2015. Comments must be received no later than Monday, July 20, 2015.



Plan Bay Area is the region's first integrated long-range land use and transportation plan adopted by MTC and ABAG in July 2013. The 2015 TIP is a comprehensive listing of the Bay Area's surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for transportation/air quality conformity purposes. The proposed amendments would add the Richmond-San Rafael Bridge Access Improvement Project to both the Plan and the TIP.

These amendments to the adopted Plan Bay Area and 2015 TIP necessitate a new Transportation-Air Quality Conformity Analysis and a technical addendum to the Plan Bay Area Environmental Impact Report (EIR). To review the proposed draft amendments and related documents, visit:

http://www.mtc.ca.gov/planning/plan_bay_area/.

Comments may be submitted to MTC by Monday, July 20, 2015 via mail to the address below, or via email or fax as shown below.

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth Street, Oakland, CA 94607
Email: info@mtc.ca.gov
Fax: 510.817.5848

The Richmond-San Rafael Bridge Access Improvement Project aims to reduce traffic congestion on eastbound I-580 in Marin County and provide bicycle and pedestrian access between Contra Costa and Marin counties by 1) converting the existing shoulder on eastbound I-580 to a peak-period use lane during the weekday evening commute hours between Sir Francis Drake Boulevard (Marin County) and Marine Street (Contra Costa County); and 2) upgrading the current bicycle access with a separate 10-foot bi-directional bicycle/pedestrian path on the north side of I-580 adjacent to westbound traffic - connecting for the first time ever the Bay Trail between Contra Costa and Marin counties. A mix of permanent and moveable barriers would separate bicyclists and pedestrians from vehicle traffic for the proposed path adjacent to westbound I-580.

The proposed amendments to Plan Bay Area and the 2015 TIP, along with the two companion technical documents, are scheduled to be presented to the Metropolitan Transportation Commission and the ABAG Executive Board for consideration and approval in September 2015. Projects cannot be programmed for state or federal funding nor implemented unless identified in the long-range plan.

More information can be found at:

http://www.mtc.ca.gov/planning/plan_bay_area/.

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Metropolitan Transportation Commission | MTC/BATA Public Information | MetroCenter |
101 Eighth Street | Oakland | CA | 94607

From: Allan L. Jensen
Sent: Friday, July 10, 2015 10:36 AM
To: MTC Info
Subject: Richmond/San Rafael Bridge Access Improvement Project

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

As a resident homeowner at Richmond's Marina Bay Harbor community for over 30 years, and an avid bicyclist and user of the Bay Trail I suggest that it is IMPERATIVE that MTC include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close one of the LAST major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation. It will also allow SAFE ACCESS to walkers, joggers, skaters and other members of the greater east bay public to the now isolated areas of Point Molate and the Richmond Shoreline.

However, please provide a CRITICAL MODIFICATION to the project description to extend the **bi-directional bicycle/pedestrian path** to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Allan L. Jensen

Richmond, CA

sent from my huckleberry:-)

From: Todd Jersey
Sent: Monday, July 13, 2015 2:20 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Todd Jersey, Berkeley, CA

From: Miriam Joscelyn
Sent: Monday, July 13, 2015 4:47 PM
To: MTC Info
Cc: TRAC
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

I bicycle both for recreation and my primary means of transportation.

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Miriam A. Joscelyn

Richmond, CA

From: Peggy Kass
Sent: Thursday, June 25, 2015 11:11 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I support adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Please do this!

Thank you.

Peggy Kass
San Anselmo

From: Daniel Kemp
Sent: Wednesday, June 24, 2015 12:33 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

I crossed that bridge many time (many years ago) when it had the 3 lane configuration. It is a safe and, in light of the huge increase in traffic, responsible use of this existing bridge. The current configuration is an unnecessary and unreasonable burden on my East Bay neighbors.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Daniel Kemp
Novato, CA

From: Judy Kerry
Sent: Thursday, June 25, 2015 9:25 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

No bike lane on Richmond-San Rafael Bridge but open third lane on the Richmond-San Rafael Bridge during peak evening commute hours..

Thank you.

From:
Sent: Tuesday, July 14, 2015 2:09 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Hi,
Please support and include the Pt. Molate and Richmond bridge bicycle access funding in the budget for transportation projects .
Newly living in Richmond, I have been so happy to cycle on many pieces of the Bay Trail and saddened that the Trail often ends abruptly. The many miles of the Richmond shoreline often unique biking, walking,etc.opportunities for health. Connecting the pieces of the Trail will benefit us all. Currently the very dangerous access to the old roads leading to Pt. Molate have resulted in deaths and injuries. I hope the design for class one trail from Pt Richmond to Pt. Molate can be funded and completed soon.
Thank you,
Ann Killebrew
Richmond, California

Sent from my iPad

From: John Kirkham
Sent: Wednesday, June 24, 2015 9:30 AM
To: MTC Info
Subject: Yes on the Richmond Bridge bike path!

Ashley:

I'm a land use attorney who lives in Alameda County and works in Contra Costa. I've been a dedicated cyclist for many years and would be thrilled if the MTC and Caltrans would open the Richmond Bridge to cyclists and pedestrians via its 2015 Transportation Improvement Program. The ability to cross the Bay via a relatively central bridge would open hundreds of new routes to local cyclists, including the ability to ride to and from SF via the Golden Gate. With the opening of the Bay Bridge western span path many years off, a link via the Richmond Bridge would prove a crucial, real-time connection that would serve a wide swath of both agencies' constituents. If there's any assistance I can provide, please let me know. Here's to a walkable, bikeable future!

Thank you so much,

John



John W. Kirkham | Attorney

[ANGIUS & TERRY LLP](#)

Walnut Creek, CA

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From: Sean Kline
Sent: Sunday, July 12, 2015 5:45 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen:

Inclusion of the Richmond/San Rafael Bridge Access Improvement Project in the Plan Bay Area and the 2015 Transportation Improvement Plan is critical. This project cannot come soon enough, as thousands of us have been waiting to connect the East Bay and Marin for, literally, years. The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline.

Please consider modifying the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street, as this will connect it with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Sean Kline
El Cerrito, CA

From: Bob Koch
Sent: Wednesday, June 24, 2015 7:01 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

I am astonished/dismayed that it is taking so long to re-open a lane (already there) on a bridge. The Golden Gate Bridge was built in 4 years, from conception to completion.

We are a society in decline.

Thank you.

JOHN C. KOEPKE

MILL VALLEY, CALIFORNIA 94941

Ashley Nguyen
Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Ms. Nguyen,

In accordance with the provision for public review and comment regarding the proposed revisions to the Richmond-San Rafael Bridge, (RSR) I submit the following.

As a frequent user of the RSR, like thousands of others I have been frustrated with the impossible traffic buildups, particularly in the eastbound direction. I am therefore pleased that the MTC and presumably CalTrans, are proposing to open the third lane for vehicular traffic. My only concern is that the planned implementation is much too slow. For a bridge that was originally designed and built with three lanes in each direction, and for many years operated in that manner, the bureaucratic delays now being put forward to explain the long implementation period are unacceptable. CalTrans, which when under extreme pressure, as in the rebuilding of earthquake damaged freeways in Southern California, can move with amazing alacrity, should sweep aside the paperwork and put these changes into effect immediately. The number of lost and wasted hours sitting in eastbound delays simply cannot be justified by the presumed need to shuffle papers and obtain clearances.

My primary reason for writing this letter however is to vehemently object to the portion of the changes which propose to place a bicycle lane on the westbound upper deck. While there appears to be no exact cost attached to this folly, the local press reports it in the vicinity of \$55 million. It would seem utterly impossible to justify this expenditure on a purely cost/benefit analysis.

I recognize that MTC in its long range planning wishes to reduce, or at least minimize, automobile usage, and that cycling is in some cases an attractive option. But the program providing, and/or marking bicycle lanes on existing roadways, hardly begins to approach the proposed costs involved in the RSR revamp.

Presumably, this proposal is conceptually part of the plan to encircle the Bay with bicycle access, and the politically strong Bicycle Coalitions are vocal in their support, but a “damn the cost” approach is simply not realistic. There is also a presumption that if the improvements were made, that cyclists would flock to the RSR. Have you ever driven that Bridge? It is long, undulating and can be subject to really nasty weather, including winds high enough that CalTrans roadside warning signs occasionally post high wind warnings for the Bridge.

A usual argument for improving bicycle access is that commuters will abandon their automobiles and substitute bicycles instead. The eastern area around the bridge is hardly a commuter generating area---consisting of a large refinery and housing which hardly accommodates the technical skills required for Marin jobs. Thus, a RSR bicycle lane becomes nothing more than a possible recreational alternative for weekend jaunts of a few dedicated cyclists.

The Governor has recently indicated that the necessary road repairs required to bring California highways back to satisfactory condition is approximately 59 BILLION. I suppose that special interest groups would argue that the \$55 million for the RSR improvements is only one tenth of 1 % of that, a mere rounding number. I can certainly think of far better ways to spend that \$55 million which will make a much greater impact upon transportation in the State.

Lest you feel that this is no more than an angry and negative response, I do have a suggested alternative for your consideration.

Let us assume that the MTC considers linking the East Bay and Marin with some form of continuity access for bicycles as an imperative, with costs as a minor consideration. You can provide a link between Richmond and Larkspur by instituting ferry service. The Golden Gate Ferry system already has a fully functioning terminal at Larkspur. Funding has just been approved for moving forward with the development of a Richmond—San Francisco ferry service, which includes improving docking facilities at the Craneway Pavilion.

CalTrans already provides two ferry services in the Delta, the Ryer Island boats. Admittedly, these are rudimentary vessels and they traverse very short distances over calm water. Nevertheless, they offer a precedent for state highway involvement.

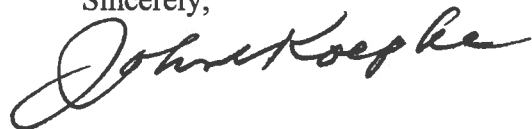
While those two Ryer ferries would be wholly inappropriate for a Bay crossing, one would not have to scale up to ferries such as those operated on the Larkspur—San Francisco run. First, because they would cater almost exclusively to cyclists, they would have minimal enclosed space, but a great deal more deck space. They also do not need the speed of the Larkspur ferries (and thus the operating expense) because even at 15 to 20 knots they would make the crossing more rapidly than a cyclist could pedal across the RSR. Lastly, they would not have to operate on intensive schedules---perhaps making single round trips during daytime weekday hours, with

schedules being adjusted as demand is established. In really bad weather, they could operate on demand, such as the Ryer Island ferries do. Weekend trips catering to the recreational cyclists could be adjusted again according to demand.

According to recently released information from WETA, the proposed annual operating cost for the Richmond-San Francisco service (covered by Measure J funds) is \$3.7 million. That is for operating TWO catamaran vessels on a much more intensive service. In other words, you could operate such a service for perhaps fifteen one years for the same proposed cost as the RSR bikeway improvement, and still have enough money to cover the cost of a properly designed vessel. Lastly, there would be a charge for the trip, which would probably not cover the cost, but would contribute to the overall expense.

In any event, I urge you to abandon the concept of a bikeway on the RSR. I was involved in the early stages of the Golden Gate Bridge Ferry system, and later managed one of the larger ocean transportation fleets in the country. If you wish, I would be pleased to explore this alternative with you.

Sincerely,

A handwritten signature in cursive script, reading "John Koepke". The signature is written in black ink and is positioned below the word "Sincerely,".

From: Lynn Eve Komaromi
Sent: Sunday, July 12, 2015 2:45 PM
To: MTC Info;
Support for Richmond/San Rafael Bridge Access Improvement Project

Cc:
Subject:

Dear Planning Commissioners and Staff of the City of Richmond,

I am writing concerning the Richmond/San Rafael Bridge Access Improvement Project to ask you to please include it in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

As an avid recreational cyclist, as well as bicycle commuter, I'm advocating for this project which will not only provide for more safe bikeways for riders and pedestrians like me, but will greatly contribute to the quality of life of our beautiful Bay Area. I've been witness to the growth of cyclists and pedestrians on our pathways in the East Bay, and the demand for infrastructure like this continues to grow. Thank you for all you can do to make the project become a reality.

Sincerely,

Lynn Eve Komaromi
Albany, CA

From: Jeannette Kortz
Sent: Monday, June 22, 2015 5:36 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Bike/Pedestrian Project

Hello,

This is a long time coming, and I'm glad for it. What a wonderful concept, and a way for people to commute and recreate to San Rafael from the East Bay, and vice versa. It will also help reduce auto traffic, and help lower greenhouse gas and other toxic emissions. This should have happened years ago, but I'm glad it's a plan that I hope comes to fruition.

I myself will use the bridge once there is safe access for bikes and pedestrians.

Thank you,

Jeannette Kortz
Richmond, CA

From: Kuhl, Beach
Sent: Wednesday, June 24, 2015 11:48 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay. It is already inexcusable long to get this lane opened,

Thank you.

P. Beach Kuhl

P. Beach Kuhl

The logo for Sedgwick, featuring the word "Sedgwick" in a blue serif font with a small "LLP" in a smaller font to the right.

The information in this email is intended for the named recipients only. It may contain privileged and confidential matter. If you have received this email in error, please notify the sender immediately by replying to this email. Do not disclose the contents to anyone. Thank you.

From: davidkunhardt
Sent: Wednesday, June 24, 2015 12:48 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Sent via the Samsung GALAXY S® 5, an AT&T 4G LTE smartphone

From: Simon Lang
Sent: Monday, July 13, 2015 9:36 AM
To: MTC Info
Subject: re Bridge and bike lane

Wow this is such a wonderful idea, yes please, and open 24 365 if you can, I would love to ride the bridge to Maarin and not be dependent on a bus that may or may not have space, for me and I cannot set a time and place to get across the water without having to rely on others I do not have a car, I do have a bike and I love to ride long distances, look forward to this, you could also run the water pipe line in the same space. all the best top deck preferred two way is fine. if you cannot do it on the road deck can we cantilever on both sides off the bridge and have a lane that has less climb on it and tracks between the decks to take the up and down out of the road way, while still keeping it out of line of ships masts, any way thank you for the proposal look forward to making it happen. yours sincerely simon land

Berkeley CA

--
Simon

all the best.

truth will lead the world to peace

From: TRAC
Sent: Saturday, July 11, 2015 3:42 PM
To: MTC Info
Cc: Will Leben
Subject: Fwd: Please Support the Point Molate and Richmond/San Rafael Bridge Bay Trail

Ms. Nguyen,
Emeryville resident Will Leben asked me to forward his email below to you.
Bruce

Bruce Beyaert, TRAC Chair

Begin forwarded message:

From: Will Leben
Date: July 10, 2015 9:47:28 AM PDT
To: TRAC
Subject: **Re: Please Support the Point Molate and Richmond/San Rafael Bridge Bay Trail**

RE: Support for Richmond/San Rafael Bridge Access Improvement Project
Dear Ms. Nguyen,

Please support the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. Over the years, the City of Richmond and TRAC have overcome many obstacles and provided safe pedestrian and bicyclist access to Point Molate Beach Park and the Point Molate shoreline.

What's crucial now is to create safe pedestrian and bike access across the I-580 corridor to the northern side of I-580. To date, one cyclist has been killed and another paralyzed after both were hit by a car. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

TRAC is asking that you modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Best wishes,
Will Leben
Emeryville CA

From: Howard LEVENSON
Sent: Thursday, June 25, 2015 11:24 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program. By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, you will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Sincerely,

Howard Levenson
San Rafael CA

From: mateo
Sent: Monday, July 13, 2015 9:41 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

I am writing to request that you include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will dramatically enhance access to Bay Area cities and parks for pedestrians and cyclists, and close major gaps in the San Francisco Bay Trail. In particular, it will make it possible for bicycle commuters to easily travel between Marin County and East Bay cities - a major commuter route that is currently poorly-served by transit, and completely impassable to cyclists.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Matthew Lewis

Berkeley, CA

From: Liebling, Stephen
Sent: Wednesday, June 24, 2015 11:47 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during all hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Stephen Liebling | Manager | Coldwell Banker Residential Brokerage
Sebastopol, CA
Bodega Bay, CA

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From: Amy Likover
Sent: Thursday, June 25, 2015 1:40 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Amy & Joe Likover
San Rafael

Sent from my iPhone

From: C Linder
Sent: Monday, July 13, 2015 11:28 AM
To: MTC Info
Subject: Public Comment: Richmond San-Rafael Bridge Access Improvement Project

Dear Ms.Nguyen:

I am writing in support of increased non-montorized access to the Richmond San Rafael Bridge and related ingress/egress. I have seen the existing bike "access" on the west bound shoulder of 580 on the Contra Costa side and it is frankly terrifying. I urge the MTC to include this project for funding/completion.

Respectfully,

Claire Linder

From: David Loeb
Sent: Monday, July 13, 2015 10:58 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

I am writing to support inclusion of the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, specifically a key section of the Point Molate Trail in Richmond.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. As publisher of Bay Nature magazine, which covers the natural world of the San Francisco Bay Area, I have had the opportunity to visit the beautiful Point Molate Shoreline. Given the access issues, the area remains a "potential" open space and outdoor recreation resource for the people of Richmond, the East Bay, and the whole Bay Area. It would be a wonderful contribution to the region's open space legacy to provide safer and clearer access to the area. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

Finally, I would like to suggest that the project description be modified to include extension of the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,
David Loeb, Publisher

=====

David Loeb
Publisher/Executive Director
BAY NATURE
"Exploring the Natural World of the San Francisco Bay Area"

Berkeley, CA

From: Zeva
Sent: Friday, July 10, 2015 9:40 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

SUGGESTED MESSAGE:

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely

Zeva Longley

Richmond CA

From: Wally Lowry
Sent: Wednesday, June 24, 2015 4:32 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Signed Wallace M. Lowry Santa Rosa resident

From: Tim Lynch
Sent: Sunday, July 12, 2015 5:44 PM
To: MTC Info
Cc:
Subject: Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan

Dear Ms. Nguyen,

As someone who cycles 50-100 miles a week, including frequently on the Bay Trail to Point Richmond, I urge you to please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Tim Lynch

Albany, CA

From: Gail MacGowan
Sent: Friday, July 10, 2015 9:23 AM
To: MTC Info
Cc: Bruce and Sandra Beyaert
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

I am writing to express my overwhelming support to including the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan.

Now is our chance to close major gaps in the San Francisco Bay Trail. It is vitally important for current and future generations that we make accessible a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

Bicycle ridership is booming, and as auto traffic gets more and more crowded, we should do all we can to support and encourage it. Growing numbers of hikers, too, are getting out of towns and cities to discover the treasures of the Bay Area countryside. The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline.

Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, **please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street.** This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Thank you so much!

Sincerely,
Gail MacGowan
San Francisco, CA

From: Marin Info Comcast
Sent: Tuesday, June 23, 2015 12:03 PM
To: MTC Info
Subject: COMMENT: Richmond-San Rafael Bridge Access Improvement Project

Its crazy that we should be spending \$36 million on a bikepath that will make zero difference to the congestion that is crippling traffic in Marin and because of it construction is delayed till end of 2016 !

Get started on the extra traffic lane immediately!

From: Jess Maron
Sent: Tuesday, June 23, 2015 11:30 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge

Dear Ashley Nguyen,

I support allowing bicycle and pedestrian traffic on the Richmond-San Rafael bridge. Every other bridge in the Bay Area (including the eventual continuation of access on the Bay Bridge) allows for people to make a healthy, environmentally sustainable choice for how they wish to commute. We need to continue looking at making every part of our area accessible to people without limiting their choices of how they get there. We are on the forefront of positive action for our nation and to the world at large. There is ample space for this path on the Richmond-San Rafael bridge and I hope you decide to include it, as it not only reflects on us locally but on a potential global scale.

Thank you for your consideration.

Jess

Jess Maron ☺

From: Diana Masuoka
Sent: Friday, June 26, 2015 11:17 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Diana Masuoka

From: Ken Wait
Sent: Friday, July 10, 2015 5:29 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Ken McCroskey

Albany, CA

Tapped by thumb on my iPad

From: Willie McDevitt
Sent: Thursday, June 25, 2015 7:51 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

This project is long overdue. Of all the bottlenecks in the north bay the eastbound direction should be the easiest to fix. Since the bridge and its approaches were previously 3 lanes, all that is needed is restriping & signage.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

From: Bill McNicholas`
Sent: Wednesday, June 24, 2015 4:29 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Bill McNicholas
W. E. M. Associates

From: Dale Mead
Sent: Friday, July 10, 2015 11:06 AM
To: MTC Info
Cc: Support for Richmond/San Rafael Bridge Access Improvement Project
Subject:

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing safe pedestrian and bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Dale Mead

El Cerrito, CA

From: Michael Mejia
Sent: Friday, July 10, 2015 9:00 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear MTC,

The I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where an motorist killed one bicyclist and left another paralyzed.

Please support the RSR Bridge Access Improvement Project, critical for eliminating this dangerous situation by completing the Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor.

Sincerely,



Michael Mejia Open Space Liaison
Bicycle Trails Council of the East Bay
btceb.org 510 541 7880

From: Tom Mikkelsen
Sent: Sunday, July 12, 2015 2:06 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Friends:

I was the Vice-Chairman of the San Francisco Bay Trail Project from its inception in 1988 to 2000. There were many doubters in the beginning. None the less this project (safely crossing the regions bridges) and circumnavigating the shoreline was a dream that became the hard work of so many people, cyclists and trail users past and present. This trail system connects all of us, our various and diverse communities, with the wonder of the San Francisco Bay environment and with each other. The two links under consideration; to Pt. Molate and across the Richmond-San Rafael Bridge, are vital, important and and timely. Please support this project and help fulfill the promise of a diverse, integrated, accessible and safe bay shoreline.

--

Thomas H. Mikkelsen

From: Joel Gmail
Sent: Monday, July 13, 2015 6:03 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Joel millar

Richmond, ca

From: Dale W. Miller
Sent: Thursday, June 25, 2015 6:18 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I support adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

The current backups are producing a significant amount of additional greenhouse gases because most of the people stuck in traffic waiting to cross the bridge are driving internal combustion engine vehicles that are emitting GHGs and air pollution.

Prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, will make a big difference in reducing the pollution caused by the backups.

Thank you.

Dale Miller
San Rafael, CA

From: John Mittelstadt
Sent: Thursday, June 25, 2015 11:03 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

John Mittelstadt

From: John Morgan
Sent: Friday, July 10, 2015 10:50 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

John Morgan
QC Raw Materials
Chem Analyst
Bayer Healthcare

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From: morgan
Sent: Tuesday, June 23, 2015 9:24 AM
To: MTC Info
Subject: Bike Lane on Richmond San Rafael Bridge

It is absolutely ludicrous to keep the west bound automobile traffic at two lanes. I personally do not commute across the bridge. However I am VERY much effected by the morning traffic which backs up into our neighborhood as the commuters who do use the bridge try to access the bridge from Richmond Parkway or Gerrard. They use every possible side street and access point trying to avoid the grid lock. As a result, trying to drive around the neighborhood is both dangerous and slow. The Richmond Police have done little to curtail the indiscriminant U-turns etc. as motorists try to beat the traffic. The backup trying to get to the toll plaza is almost always backed up on 580 to Harbor Way. Three lanes of commuters sit in near gridlock spewing fumes and wasting fuel as they wait to access the two lanes of the bridge. There will never be enough bicyclists using that path to justify the waste of time and fuel for the motorists attempting to use the bridge. It is a monumental waste of money. A carpool lane would be a much more intelligent idea!

Ralf P. Morgan



Richmond, CA

From: Brendan Moriarty
Sent: Friday, July 10, 2015 9:17 AM
To: MTC Info
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,
Brendan

.....
Brendan Robert Moriarty

From: Joe Morris
Sent: Thursday, June 25, 2015 5:11 PM
To: MTC Info
Subject: Comment on Richmond-San Rafael Bridge Access Improvement Project

Hi MTC,

My main comment: a separated bike-ped path across Richmond-San Rafael bridge would be SUPER AWESOME and I would use it a lot. I strongly support this plan and encourage you to get it done.

Also, minor comment on lane design: I would encourage you to be very explicit in directing how bicycle and pedestrians are supposed to interact -- that is, who goes where. One issue I have with with the bike-ped path on the East span of the Bay Bridge is that, although there are different bike and ped areas, there is not a lot of signing and striping to enforce that idea. So peds tend to wander all over the place, which is unsafe for the peds and an annoyance for the bicyclists. If there's a bike-only lane, please consider painting it green and maybe also add bike-boulevard style icons of bikes on its pavement, and pedestrian icons on the ped section. If there are directional bike lanes, put arrows or sharrows with the correct direction. Right now I'm looking at your fact sheet page two, and there's an illustration with no striping at all -- probably just because it's preliminary, but I wanted to comment on that. Although with ten feet I don't know if you have enough room for separate bike and ped lanes. Either way, signs along the way to indicate correct behavior (bikes yield to peds, stay to the right, etc.) would be a good idea.

Sincerely,

Joe Morris
Oakland, California

From: Phil Morton
Sent: Sunday, July 12, 2015 11:11 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

We live in a good time for bicycling and walking. It's in everyone's interest to good all our citizens an opportunity to keep moving. It's an important component in reducing the epidemic of obesity. Many communities around the Bay Area have been improving facilities for bicycling and walking.

As a long time cyclist for transportation and for recreation, I can usually figure out how to get to my desired destinations. It is doubly frustrating when the network is not complete so that I cannot easily or safely get from point A to point B, or even get to point B at all. My goal is to see that the non motorized network is completed.

Access to Point Molate Beach is a case in point. The shoulder on I-580 is not a safe way to reach the Point Molate shoreline. In particular the way back to Point Richmond is excessively complex and has led to a fatal accident. It is time to provide a clear and safe way for people to enjoy the amenities that Point Molate has to offer.

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

Also

, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,
Philip Morton
Berkeley, CA
Ride Coordinator, Grizzly Peak Cyclists

From: Dean Moser
Sent: Wednesday, June 24, 2015 10:09 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Dean J. Moser

Novato, CA

From: nacouzi nacouzi
Sent: Tuesday, June 23, 2015 3:14 PM
To: MTC Info
Subject: richmond san rafael bridge bike path a.s.a.p.

to: Ashley Nguyen, Project Manager, at info@mtc.ca.gov.

re: richmond san rafael bridge bike path

it is difficult to describe how excited i am about the above. i have been biking between santa rosa and berkeley since 1978. currently i must cross the carquinez strait bridges, and there are some hills which are tiresome between the strait and berkeley. when i bike between santa rosa and san francisco, in san rafael i bike right by francisco blvd which goes to the richmond san rafael bridge. please make this very long overdue project reach fruition as soon as possible. it is shameful that the bay area has such insufficient options for crossing the bay by bike or foot. thank you

-stephanie nacouzi
santa rosa, ca

From: LAWRENCE NEWHOUSE
Sent: Monday, July 20, 2015 5:21 AM
To: MTC Info
Subject: Richmond San Rafael Bridge work

You people are out of your minds. For years now there is so much gridlock with workers commuting from San Francisco over the Golden Gate AND Richmond San Rafael bridge that it takes 1.5 hours to get from Mill Valley to the bridge entrance with only one lane approaching the bridge. Why don't you use some funds to expand the VEHICLE roadways to the bridge from Sir Francis Drake Blvd. instead of worrying about bicycles and pedestrians joining the impossible and impassible infrastructure you have neglected for more than a decade.

Seems that if you can find a way to make traffic worse that is what you choose to do. Marin is now as bad as the East Bay because there has not been any creative and mindful management of density and traffic impact. I realize this comment is a waste of time because you won't listen to motorist complaints, just bicyclist and pedestrian requests.

From: Linda Newton
Sent: Monday, July 13, 2015 9:52 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project
Categories: Green category

Dear Ms. Nguyen,

I am advocating for this Project so that the Bay Trail is connected safely and so that it allows for convenient small loops within the overall Bay Trail.

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail--a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation. Recently I found out that the same dangerous area where the two men were struck is still signed for bicyclists, and unknowing bicyclists are still riding there!

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Linda Newton

Richmond, CA

From: Michael C Nicholls
Sent: Wednesday, June 24, 2015 1:08 PM
To: MTC Info
Cc: Marc Levine; Jim Wood; mike mcGuire
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

As an individual who has spent untold hours in a bumper to bumper, start/stop process inching closer to the bridge from Marin in a commute to the East Bay, I implore the Transportation Commission to reduce air pollution, afford energy conservation and working to improve my quality of life, by prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours.

The current practice of restricting traffic flow on the bridge is a waste of infrastructure and tax dollars. I would welcome an explanation from the Metropolitan Transportation Commission on the reasoning and cost justification for restricting access to a primary commute corridor.

Thank you.

Michael C Nicholls
Cazadero CA

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& Moskowitz LLP

TODD SALNAS
President, Sonoma County
St. Joseph Health System

GUY SÈNE
Senior Vice President of Measurement
Solutions and World Wide Sales
Keysight Technologies

GARY TENNYSON
CEO
Verihealth/FALK NC

BUDDY WALL
Partner
Moss Adams LLP

Chairman Emeritus
GORDON RADLEY
Retired President
Skywalker Properties Ltd LLC.

Board Member Emeritus
TOM FORSTER
Former Director of Operations
Skywalker Properties Ltd LLC.

CYNTHIA MURRAY
President & CEO



July 10, 2015

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Adding Richmond-San Rafael Bridge Access Improvement Project to the TIP and Plan Bay Area

Dear Ms. Nguyen:

North Bay Leadership Council (NBLC) urges that Plan Bay Area and the 2015 Transportation Improvement Program (TIP) be amended to add the Richmond-San Rafael Bridge Access Improvement Project.

NBLC is an employer-led public policy advocacy organization committed to providing leadership in ways to make the North Bay sustainable, prosperous and innovative. The Council includes 47 leading employers in the region. Our members represent a wide variety of businesses, non-profits and educational institutions, with a workforce in excess of 25,000.

NBLC appreciates your understanding of the importance of addressing traffic bottlenecks for commuters who are the lifeblood of the local economy. The gridlock on Highway 101 is detrimental to the commuters, their employers, families and communities, and the environment. The traffic is also having a negative impact on the goods movement through the Bay Area. All of this delay hurts the productivity and economic competitiveness of the region.

We look forward to the traffic relief that completing the Richmond-San Rafael Bridge Access Improvement Project will provide once Plan Bay Area and the TIP are amended to add this project.

Thank you!

Best regards,

Cynthia Murray
President and CEO

From: Michael Nye
Sent: Wednesday, June 24, 2015 2:40 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

From: Shelley OKIMOTO
Sent: Friday, July 17, 2015 3:27 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Shelley Okimoto
Richmond, CA

From: Gwynn O'Neill
Sent: Friday, July 10, 2015 3:35 PM MTC
To: Info
Subject: City of Richmond Bay Trail

Dear Ms. Nguyen,

The area just north of the Richmond/San Rafael bridge is breathtaking beautiful. It has varied vistas and areas that surprise and delight within a very few miles. It's probably one of the best links to the Bay Trail, if not the best. Now it is almost inaccessible. I explored it a while back before much was blocked off. I agree totally with the text below:

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street

Gwynn O'Neill
Richmond, CA

From: Worklogistics
Sent: Tuesday, July 14, 2015 8:50 AM
To: MTC Info
Cc:
Subject: Support for Bike access on San Rafael Bridge

Hi,

Just wanted to add my voice in support of this project!

best,
-steve orme

From: Phyllis Orrick
Sent: Friday, July 10, 2015 4:09 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Hello,

Please register my support for including the Richmond SanRafael bridge andPt Molate path improvements in the Bay Area plan.

Not only is it a matter of public health and social equity, given the disparate health burdens imposed on Richmond area residents, but also, considering the danger and loss of life the current arrangement has already imposed on bicyclists , it's a matter of preventing avoidable deaths and injuries at a fraction of the monetary burdens they have and will impose on the Bay Area.

Regards,

Phyllis Orrick

From: John Palmer
Sent: Thursday, June 25, 2015 9:47 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program. It should not take forever to open a third lane on this bridge, especially since there has been a third lane there for years.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

John Palmer
Montgomery Capital Management
Mill Valley, CA

From: Jerome Pandell
Sent: Wednesday, June 24, 2015 2:02 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Moreover, as a commuter who lives in Danville and works in Walnut Creek, my job frequently takes me to Marin and Sonoma counties for business. Although the commute across the Richmond-San Rafael Bridge generally is more pleasant than the San Francisco Bay Bridge, re-opening the third lane would vastly improve this route, and deepen the connections between the North Bay and East Bay counties. That's a win-win for commuters, businesses, and communities on both sides of the bridge.

Thank you.

-Jerome Pandell

From: Katrina Paulsen
Sent: Thursday, June 25, 2015 9:30 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

My company has offices in San Rafael, Berkeley, and San Francisco. We have employees who use the Richmond-San Rafael bridge during commute times. I strongly urge you to prioritize opening the 3rd lane(s) on the bridge as soon as possible. I also support adding this priority to the Bay Area Transportation Plan. Let's fix this!

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Kathryn L Paulsen

From: Max Perrey
Sent: Wednesday, June 24, 2015 6:25 PM
To: MTC Info
Subject: In Support of the Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
From: Maxime Perrey
Mill Valley, CA

Dear Ms. Nguyen and the Metropolitan Transportation Commission:

I am writing today to support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area 2017 and to the 2015 Transportation Improvement Program as well. By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge I believe we can make a huge difference in cutting North Bay to East Bay traffic during peak times.

Sincerely,

Maxime Perrey
Mill Valley, CA

From: James Phoenix
Sent: Wednesday, June 24, 2015 11:52 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

James Phoenix

From: Pamela Polite Fisco
Sent: Wednesday, June 24, 2015 1:28 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Pamela Polite Fisco
Rocks Talk
Mill Valley, CA

From: Alejandro Pujol
Sent: Tuesday, July 14, 2015 9:47 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,
Alejandro Pujol
Oakland,CA

From: David Rabb
Sent: Saturday, June 27, 2015 10:38 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

David Rabb

From: Kerry Radcliffe
Sent: Friday, July 17, 2015 11:23 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

I am write to urge you to please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. As you well know, this project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

We live in a community (and culture, the whole of the Bay Area) where biking to work to reduce congestion, save gas and reduce greenhouse emissions is encouraged. In addition, biking for physical health and pleasure are central to many resident's lives. This project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline.

My husband bikes to work as often as he can. We live in Point Richmond and he works at the University of San Francisco. In order to do this he must drive across the bride and park his car. Or, he must ride to BART. In addition, he rides through Point Molate areas for fitness and recreation. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. This is very dangerous. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Kerry Radcliffe

Point Richmond, Ca

From: Kathy Rai
Sent: Monday, July 20, 2015 2:41 PM
To: MTC Info
Subject: I support Bike/Ped path on RSR bridge

Dear Ms. Ashley Nguyen,

As a longtime homeowner in Richmond, resident of the East Bay, I applaud the hard work you and your team has done and will be doing, to make access easy and safe to bikes and pedestrians. Being a mom of 2 little girls, I appreciate the options of not driving, the saving on my auto/gas budget, and doing the right thing for the environment.

Kudos to you as project manager, and to all on your team who made this possible!

Cheers, Kathy

From: Jim Ramirez
Sent: Monday, June 29, 2015 2:09 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

From: Craig Reubens
Sent: Friday, July 17, 2015 6:18 PM
To: MTC Info
Cc:
Subject: (Personalized) Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

I suspect you've already received the "form letter" below, a number of times. I'd like to add a little originality to this email by including a few personal details.

My name's Craig Reubens and I've lived at the same San Pablo address since 1972. In that very same year I paid \$600 for a used Tour Easy *Easy Rider* recumbent bicycle (which retailed new for over two thousand), at the Pedaler bike shop on San Pablo Dam Road, and have been riding it ever since. As I'm 71 now, my reflexes are not as good as they used to be, and my heart aches every time I read about yet another and another motorist vs. bicyclist collision, where the bicyclist ALWAYS loses -- and often dies. Consequently, I do nearly all of my bike riding on the San Francisco Bay Trail. What I love most about riding there is "NO CARS ALLOWED!" Oh, the exquisite beauty of the route, and the high caliber of the people I meet on the trail (and its lack of hills, to be brutally honest) all are additional factors I very much appreciate -- but the huge increase in safety, and in peaceful ambience, are what I most like about the trail.

B-u-t, there are those darn GAPS! (I do hope you'll do the right thing...)

Thank you,

from Craig Reubens (Taxpayer, Voter, Poll Worker, Veteran, Bicyclist)
San Pablo, CA

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the

Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

"Craig" (Reubens)

From: Rick Rickard
Sent: Sunday, July 12, 2015 4:18 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

As a regular bicyclist and a member of the Board of Bike East Bay, I am well aware of the importance of closing gaps in the Bay Trail. Thus I am writing to ask that you please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, including a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, I urge you to modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Rick Rickard
Oakland
Board Member, Bike East Bay
Member, EBRPD Park Advisory Committee

From: Nancy Robbins
Sent: Wednesday, June 24, 2015 5:06 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.
Nancy Robbins

Sent from my iPad

From: Phil Roberts
Sent: Tuesday, June 23, 2015 12:14 PM MTC
To: Info
Subject: Richmond-San Rafael Bridge

Dear Ashley Nguyen,

I'm writing to you to urge you to support this project and to include it in the 2015 Transportation Improvement Program (TIP). To review the proposed draft amendments and related documents, visit: www.mtc.ca.gov/planning/plan_bay_area. It's vital that we have access for cyclists and pedestrians on both the Bay Bridge and the Richmond/San Rafael bridge.

Thank you.

Sincerely,
Phil Roberts
Oakland, Ca.

From: Shoshana Rosenfeld
Sent: Friday, July 17, 2015 3:30 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

My appreciation for your work and that of your staff.

Shoshana Rosenfeld

Richmond, CA

--

Shoshana Rosenfeld & Co., Inc.
Leadership Development | Culture Transformation | Business Integration

From: Claudia Russell
Sent: Sunday, July 12, 2015 3:11 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

[Email Metropolitan Transportation Commission]

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Will be wonderful to have this beautiful trail extended to even more parts of the coastline!

Sincerely,

Claudia and Bruce Kaplan

Richmond

Sent from my iPhone

San Rafael Chamber

July 16, 2015

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Adding Richmond-San Rafael Bridge Access Improvement Project to the TIP and Plan Bay Area

Dear Ms. Nguyen:

The San Rafael Chamber of Commerce (SRCC) urges that Plan Bay Area and the 2015 Transportation Improvement Program (TIP) be amended to add the Richmond-San Rafael Bridge Access Improvement Project.

SRCC is a member-based business advocacy organization providing a strong voice in support of the economic vitality of our community. We represent 600 companies with over 12,000 employees in a wide variety of businesses, non-profits and educational institutions, throughout San Rafael and Marin County.

The Chamber has performed hundreds of Business Expansion and Retention interviews in the past two years and the lack of transportation options and traffic congestion is consistently identified as an obstacle to businesses ability to retain and attract employees. SRCC appreciates your understanding of the importance of addressing traffic bottlenecks for commuters who are the lifeblood of the local economy. The gridlock on Highway 101 is detrimental to the commuters, their employers, families and communities, and the environment. The traffic is also having a negative impact on the goods movement through the Bay Area. All of this delay hurts the productivity and economic competitiveness of the region.

We look forward to the traffic relief that completing the Richmond-San Rafael Bridge Access Improvement Project will provide once Plan Bay Area and the TIP are amended to add this project.

Thank you!
Best regards,



Joanne Webster
President and CEO
cc: Board of Directors (via email)

From: Jackie Schmidt
Sent: Wednesday, June 24, 2015 12:21 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

From: Susan Schwartz
Sent: Friday, July 10, 2015 9:19 AM
To: MTC Info
Cc: Support for Richmond/San Rafael Bridge Access Improvement Project
Subject:

To: Metropolitan Transportation Commission, Association of Bay Area Governments

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to the newly renovated Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Susan Schwartz

Berkeley, CA

From: Bill Schwimmer
Sent: Friday, July 17, 2015 3:02 PM
To: MTC Info
Subject: Bay Trail section between Marine Street and the Stenmark Drive exit

Please complete the Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor. I am a Point Richmond resident and this is a major safety issue for our community and we should not risk the lives of bicyclists who have to ride on the shoulder of the freeway ramp.

Thank you.

--Bill Schwimmer

From: Geoff Sears
Sent: Wednesday, June 24, 2015 12:45 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Sent from my iPhone

From: catherine sherraden
Sent: Tuesday, June 23, 2015 8:55 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Improvements

Hello MTC,

I would like to write in strong support of the added bike lanes to the Richmond-San Rafael Bridge. I live in Oakland and commute to near San Quentin, and would enjoy the opportunity to bike to work or BART-bike to work. Right now, I only really have the option to drive; bus service is cumbersome. I am a biker, and completing this stretch of the Bay Trail would be amazing. I'd love the chance to get on my bike and get more exercise. This is a long overdue improvement!

My only concern is accidents: when there is an accident on the bridge, the backup can be horrendous. In the worst case I can remember, it took 2.5 hours to get to work when only one lane was open. I fear that losing the shoulder would increase the frequency and severity of backups due to accidents. Completely stalled traffic is no fun.

Would it be possible to add bike lanes hanging off the edge of the bridge?

Also, a group of coworkers and I carpool from Oakland to San Rafael nearly every day. Could a carpool lane be added to 580 through Richmond sometime in the future? We routinely have 4-5 people in one car, and if more people carpooled, the traffic would improve a great deal.

Thank you

Catherine Sherraden

From: Larry Slayen
Sent: Wednesday, June 24, 2015 12:33 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Sent from my iPad

From: TRAC
Sent: Monday, July 20, 2015 8:59 PM
To: MTC Info
Cc:
Subject: Fwd: Richmond/San Rafael Bridge Access Improvement Project

Ms. Nguyen,
San Leandro resident Laura Slusher asked TRAC to forward her email below regarding the RSR Bridge Access Improvement Project.

Bruce

Bruce Beyaert, TRAC Chair

Begin forwarded message:

From: Laura Slusher
Date: July 20, 2015 8:55:12 PM PDT
To:
Subject: Richmond/San Rafael Bridge Access Improvement Project

To whom it may concern:

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties. I live in the East Bay and often go to San Rafael. It would be wonderful if I could get to Marin and back safely on my bicycle!

I think it would be better to extend the bi-directional bicycle/pedestrian path to Castro Street in Richmond, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,
Laura Slusher
San Leandro

From: Jay Sofnas
Sent: Wednesday, June 24, 2015 11:52 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Jay Sofnas

San Rafael, CA

From: olene sparks
Sent: Saturday, July 11, 2015 7:13 PM
To: MTC Info
Subject: Bay Trail access to Point Molate

TO: Ashley Nguyen

I am writing in support of extension of the Bay Trail to provide safe access to Point Molate.

Thank you,

Olene Sparks
Point Richmond resident

From: Sandy Steinman
Sent: Friday, July 10, 2015 11:55 PM
To: MTC Info;
Support for Richmond/San Rafael Bridge Access Improvement Project
Cc:
Subject:

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Sandy Steinman

Berkeley, CA

From: on behalf of janel sterbentz
Sent: Monday, June 22, 2015 5:08 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

I would like to submit my comment to favor the bicycle and pedestrian improvements on the bridge. Providing improved access for cyclists and pedestrians will benefit all in the years to come.

Sincerely,
Janel

--
Janel Sterbentz

From: Theresa Lina Stevens
Sent: Wednesday, June 24, 2015 12:11 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

Please count me among those in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

We need this third lane on the bridge. By prioritizing the re-opening of this lane during peak evening commute hours, we will cut traffic, improve the economy (people don't spend money while sitting in their cars during rush hour), reduce air pollution, and improve the quality of life in the entire Bay Area.

Thank you.

Theresa Lina Stevens

San Rafael resident and business owner

From: Cameron Stewart
Sent: Friday, July 10, 2015 9:35 AM
To: MTC Info
Cc: Marin County Bicycle Coalition
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,
Cameron Stewart
San Rafael, CA

From: Michael Strait
Sent: Friday, July 17, 2015 3:01 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

I support this project!
Michael J. Strait
Richmond, CA

From: Sandy Sverdloff
Sent: Wednesday, June 24, 2015 12:20 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Sandy Sverdloff

San Rafael, CA

From: Midori Tabata
Sent: Tuesday, July 14, 2015 3:11 PM
To: MTC Info
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties. I am both a pedestrian and cyclist. I am an advocate for safe healthy transportation in the Bay Area,. I am a commissioner with the Oakland BPAC we well as a member of the ACTC BPAC.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation. The Oakland Yellowjackets, a bicycle club, of which I am a member, frequently rides in this area.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue. Thank you.

Sincerely,

Midori Tabata

From: Dick Tait
Sent: Wednesday, June 24, 2015 12:54 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager Metropolitan Transportation Commission:

I am writing in support of prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge FULL TIME, not just during peak evening commute hours, this will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you,
Dick Tait
Mill Valley

From: Toshi Takeuchi
Sent: Friday, July 10, 2015 10:55 AM
To: MTC Info
Cc: TRAC
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Previously, I enjoyed riding in this beautiful area with the Grizzly Peak Cyclists, but after the bicycle fatalities, we have subsequently discontinued our rides in this area. Please make this area safely accessible to cyclists and pedestrians.

Sincerely,

Toshi Takeuchi

Oakland, CA

From: Bruce Talbot
Sent: Tuesday, June 23, 2015 11:17 AM
To: MTC Info
Subject: Yes to the Richmond bridge path!

Yes, please establish this path by 2017 if not sooner. Many of us would love to ride or hike the Richmond-San Rafael bridge. Please pass the proposed draft amendments to Plan Bay Area and the 2015 Transportation Improvement Program (TIP).

Bruce Talbot
El Cerrito

From: Jerry Tallman
Sent: Wednesday, June 24, 2015 11:51 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Jerry Tallman

San Rafael, CA

From: Maurice Tierney
Sent: Tuesday, June 23, 2015 12:08 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge

Hello Ashley!

I am writing you today to express my support of the Richmond Bridge Pedestrian/bicycle project. Bikes are the future of sustainable transportation and the project will also help build healthy communities on both sides of the bay. And it is very beautiful up there.

I also own a couple of bicycle magazines that would benefit from these sort of infrastructure improvements.

Thanks,

Maurice

Maurice Tierney - Head Cheese
Dirt Rag Magazine / Dirtragemag.com / Dirt Fest
Bicycle Times / Bicycletimesmag.com / Bicycle Times Adventure Fest

From: Patricia Tostenson
Sent: Thursday, July 16, 2015 11:03 PM
To: MTC Info
Subject: Richmond San Rafael Bridge Bike Lane

As you are well aware the traffic on the Richmond San Rafael bridge is very heavy. The bridge was built for 3 lanes of traffic each, but during a previous drought one lane was shut down. This lane was never returned to traffic use even though the bridge traffic has grown greatly. I do not believe that the use of one lane of the bridge for bicycles is the right choice. Why not run a shuttle bus to take bicycles across the bridge on the 1/2 hour or some other cycle. Please allow the Richmond San Rafael to function as it was intended. Give the commuters a break and return these lanes to automobile traffic. Thank You for your consideration.

Patricia Tostenson, Pt. Richmond, CA

From: TRAC
Sent: Thursday, July 16, 2015 9:14 AM
To: MTC Info
Cc: Tom Butt; Terrence Cheung; Bill Lindsay; Craig Murray; Chadrick Smalley
Subject: Inclusion of the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area
Attachments: TRAC_MTC071615.pdf

Dear Ms. Nguyen,

As discussed in the attached letter, TRAC, the Trails for Richmond Action Committee, joins City of Richmond Mayor Tom Butt in supporting inclusion of the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan.

Bruce

Bruce Beyaert, TRAC Chair

phone/fax

[Websites >>](#)

TRAC: <http://www.pointrichmond.com/baytrail/>

City of Richmond Bay Trail: <http://www.ci.richmond.ca.us/TRAC>

Richmond Bay Trail Slideshows:

<http://sfbaytrailinrichmond.shutterfly.com/pictures/5>



73 Belvedere Avenue
Richmond, CA 94801
Phone/Fax 510-235-2835
tracbaytrail@earthlink.net

July 16, 2015

Ms. Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth St.
Oakland, CA 94607

Dear Ms. Nguyen:

TRAC, the Trails for Richmond Action Committee, joins City of Richmond Mayor Tom Butt in supporting inclusion of the Richmond/San Rafael (RSR) Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, which is both a Priority Conservation Area and a Focus Area in Plan Bay Area. Completing the Bay Trail also is a goal of the Regional Bicycle Master Plan.

Mayor Butt's July 16 letter requested modifying the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This is necessary to connect with the combined AC Transit and Golden Gate Transit bus stop at the intersection of Castro Street and Tewksbury Ave. TRAC suggests accomplishing this by revising the description of element 2 in the proposed Plan Bay Area amendment as follows:

“2) Construction of a bi-directional bicycle/pedestrian path in Contra Costa County along the north side of westbound I-580 from Castro ~~Marine~~ Street interchange to Stenmark Drive and the Toll Plaza (this path would replace the existing one-way shared bicycle-motor vehicle shoulder use in both eastbound and westbound directions of I-580 between Marine Street and the Toll Plaza)”

The Bay Trail section between Castro St. and Stenmark Drive will be very important in providing active transportation access to Point Molate and the rest of the Point San Pablo Peninsula. The I-580 corridor currently blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the

shoulders and sharply curving exit ramps of the freeway where an motorist killed one bicyclist and left another paralyzed. The blockage of pedestrian access conflicts with Streets and Highways code Section 888 stating:

“The department shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for nonmotorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route or such a route exists.”

Sec. 887 states "As used in this chapter, "nonmotorized transportation facility" means a facility designed primarily for the use of pedestrians, bicyclists, or equestrians. It may be designed primarily for one or more of those uses." Hence, the Sec. 888 language “severance or destruction of an existing major route for nonmotorized transportation traffic” includes pedestrians. However, construction of I-580 severed the pedestrian route between Richmond’s residential neighborhoods and Point Molate on the northern side of the I-580 corridor.

TRAC looks forward to completion of the Richmond/San Rafael Bridge Access Improvement Project.

Sincerely,

A handwritten signature in black ink that reads "Bruce Beyaert". The signature is written in a cursive style with a long, sweeping underline.

Bruce Beyaert, TRAC Chair

Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

July 18, 2015
By E-Mail

Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Comments on Plan Bay Area Amendments Documents

Dear Ms. Nguyen:

The Transportation Solutions Defense and Education Fund is an environmental non-profit advocating the regional planning of transportation, land use and air quality. Due to our base of operations being in Marin, our organization has been especially focused on the upward trend of traffic congestion at the western approach to the Richmond-San Rafael Bridge (Bridge). It is clear that Caltrans and MTC either entirely missed this trend, or ignored it for years, leading to the current crash program to open the third EB lane to traffic.

We have reviewed the documents posted on MTC's website pertaining to the Draft Amendment to Plan Bay Area (2013) to bring the Richmond-San Rafael Bridge Third Lane project into the TIP. We offer these comments:

- MTC Deputy Executive Director Fremier's June 25th presentation to TAM included a reference to a categorical exemption for this project. Given that a CE has been discussed for months, please explain what triggered environmental review, and state whether a CE is being pursued.
- The project description in the Draft Amendment ("Construction of a new third travel lane by converting the existing shoulder of the eastbound direction of I-580 across the lower deck of the Richmond-San Rafael Bridge to a travel lane") is inconsistent with the Project Fact Sheet, which describes a "Peak-Period Use Lane on I-580 Freeway." Please decide whether this is to be a full-time lane or a peak-period lane, and be consistent.
- The Report for TIP Revision 2015-18 asserts a 50%-50% mode share between autos and bike-ped users. This unfairly gives the appearance that the benefits and costs are shared equally between the modes. Please use a consistent methodology to allocate an appropriate share to each mode. Allocated cost or projected person-trips are two methodologies that come to mind.

Draft Conformity Analysis

- Page 3 offers the one-sentence conclusion that "the project results in negligible changes in the air quality conformity analysis..." Because it is so difficult--or impossible--to actually find the substantiation for that conclusion within this document, please quantify those changes.
- Figure 3 of Appendix C has no content.
- Figure 17 of Appendix C suggests that future RTP alternatives should be constructed using completely different strategies, to enable their comparison and evaluation. The results from these alternatives are so similar that they offer no useful information on how to optimize the RTP's strategy for achieving its goals.

Draft Addendum

- On page 4, Andersen Drive is misspelled.
- We believe that the congestion described on page 4 is the result not of growth, but of a change in traffic patterns resulting from the opening of the Richmond Parkway, which shifted traffic from the Bay Bridge to the Golden Gate. To competently fulfill their assigned responsibilities, MTC and Caltrans need to have a detailed quantitative handle on these changing traffic patterns.
- Project Element 1 on page 5 should refer to the Main Street on-ramp, not off-ramp. This description entirely misses the proposed conversion of the I-580 road shoulder from the Sir Francis Drake on-ramp to the Bridge approach. We believe this to fully be part of the project.
- Contrary to prior MTC information, the discussion of the pilot project on page 5 states that the peak-period use of the third lane will be permanent ("After 4 years, the third lane on the RSR Bridge may be made permanent, or will return to function as a shoulder during the off-peak hours.") What exactly is being piloted?
- Table 1, the impact table, is unnecessarily confusing and difficult to interpret. Adding a separate column for Yes or No to the right of "Conclusion in DEIR/ FEIR" would be very helpful. It could be labeled "Significant Project Impacts."
- It is misleading to group Impacts 2.2-3(a)&(b) together. 2.2-3(b) needs to be separated so as to avoid the misleading impression that the "No" is meant to cover it.
- The Transportation discussion on page 45 is misleading where it says "Where helpful, 2013 FEIR findings are included in the tables for comparative purposes."³ FN3: In many instances the findings in the 2013 FEIR are identical to the updated modeling results. 2013 FEIR data is shown in parenthesis where it differs from the revised data." In fact, 2013 FEIR findings are only displayed for percentage calculations. We could find no other instance of a parenthesis in these tables. The reader should be the judge of what is helpful. Comparative data would be helpful for each data point that differs from 2013 findings.
- The non-availability of data makes it impossible to determine whether the project results in induced demand. That was TRANSDEF's only substantive question.

- The discussion of the significant increase in PM₁₀ emissions was handled so awkwardly that on the first two readings, it appeared that the Project caused the 12% increase. Please change the language to say "The 2013 FEIR found a 12% increase in PM₁₀. The addition of the Project does not change that."
- We can find no basis for the 2040 Transportation Emissions Subtotal, 19,912,202, in Table 17. It does not correspond to Table 16. What is the justification for using a different number? The text on page 58 is very vague.
- Figure 2 appears to have been a poster board presentation shrunk down to fit on a page. Its scale makes the lettering and details so small as to be completely illegible. Please provide a figure that is intended to be displayed at a letter-sized scale.

Given the unacceptable level of service conditions in Marin County that are described on page 4 of the Addendum, TAM requested a proposal from MTC/Caltrans for the interim opening of the third lane on the Bridge during the two-year construction period. The thinking was "Why subject our residents to these traffic conditions for that period if traffic can be ameliorated on a temporary basis?" The June 25 presentation by MTC Deputy Executive Director Fremier offered no compelling explanation for why thousands of people need to be inconvenienced for two more years.

It appears that there is a significant misunderstanding as to how an appropriate opportunity cost for not implementing an interim solution is to be calculated. The potential benefit to many thousands of people was ignored, to avoid inconveniencing the painting contractor working on the Bridge, who is occupying its third lane. MTC needs to do a thorough evaluation of the cost of a change order for the staging of the painting contract, and compare it to the travel time savings of large numbers of people.

Issues involving access to I-580 from Western Drive need to be evaluated by determining how to provide the greatest good for the greatest number, along with some form of mitigation for impaired access.

Thank you for this opportunity to comment on the Draft Amendment to Plan Bay Area (2013).

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President

CC: Dianne Steinhauser, TAM
Randy Iwasaki, CCTA

From: Janie Van Horn
Sent: Thursday, June 25, 2015 12:03 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Sent from my iPhone

From:
Sent: Monday, July 13, 2015 2:29 AM
To: MTC Info
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

13 July 2015

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

James E Vann
Oakland CA

From: David Wallace
Sent: Monday, July 13, 2015 3:36 PM
To: MTC Info
Cc: Support for Richmond/San Rafael Bridge Access Improvement Project

Subject:

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen, Planning Commissioners and City Staff

Although, I'm sure the commissioners are well aware, the remarkable beauty of the San Francisco Bay the Richmond/San Rafael Bridge affords views and experience of is not well known by the general public, and certainly little recognized by the tourism industry. By adding bike lanes to this span we will succeed in something quite remarkable: Creating - an ENTIRELY NEW RECREATION EXPERIENCE! Marin is the home of the Mt. Bike, known worldwide as a phenomenal form of recreation; and entirely unknown to humans, until its invention on the slopes of Mt. Tam here in the Bay Area of California.

What could be more fitting than to give the world the opportunity to experience the San Francisco Bay from the exhilarating position of a bicycle high atop the Richmond/San Rafael Bridge?? as they ride to and from Marin.

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

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Sincerely,

David Wallace

Berkeley, California

From: Nancy Waltz
Sent: Wednesday, June 24, 2015 1:10 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay. Please consider this request as a top priority for Bay Area residents and the safety of all who travel this bridge. Thank you.

Sent from my iPad

From: John Weaver
Sent: Wednesday, June 24, 2015 1:34 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

Hi,

please open the third lane on the San Rafael Richmond Bridge. We bought a growing business in San Rafael 5 years ago. it not only is costing people personal time it is also causing loss of commerce because delivery drivers are slowed.

Thank you,

John Weaver.

To: Ashley Nguyen, Project Manager Metropolitan Transportation Commission Dear Ms. Nguyen and the Metropolitan Transportation Commission, I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program. By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay. Thank you.

John F. Weaver

Master Roaster / President of Coffee & Tea
Wild Card Roasters, LLC
San Rafael, California

From: Arlin Weinberger
Sent: Wednesday, June 24, 2015 8:21 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

Arlin Weinberger

From: Jessie West
Sent: Friday, July 10, 2015 9:51 AM
To: MTC Info
Cc:
Subject: Please Help Us Rectify a Dangerous Situation.

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

The young man who was hit by a car and paralyzed while riding on the terribly-dangerous current pedestrian / bicycle access to Point Molate is a neighbor of mine. It breaks my heart to see this once-vigorous young man sitting in his wheelchair staring at the Bay as his world contracts more and more each year due to the failing health that inevitably accompanies paralysis. He now spends much of his time bedridden.

Please, please don't be a party to another tragedy on this dangerous section of the Bay Trail. Help us re-route it safely under the freeway, and please implement all the other sensible proposed improvements and extensions to this magnificent portion of the Bay Trail.

Sincerely,

Jessie West

Richmond, CA

From: Douglas E Williams
Sent: Friday, July 10, 2015 9:34 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Doug & Louise Williams
Richmond, CA

From: Evan Williams
Sent: Thursday, June 25, 2015 1:33 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager Metropolitan Transportation Commission
Dear Ms. Nguyen and the Metropolitan Transportation Commission, I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program. By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay. Thank you!

Evan Williams
Management Strategy Analyst
San Rafael Chamber of Commerce

San Rafael, CA



From: David Wong
Sent: Wednesday, June 24, 2015 4:23 PM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

David Wong, CPCU, CLU, ChFC
Mill Valley, CA



From: Jen Woo
Sent: Monday, July 20, 2015 11:47 AM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

To Whom It May Concern:

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Jen Woo

El Cerrito, CA

From: kate Woodford
Sent: Sunday, July 12, 2015 4:26 PM
To: MTC Info
Cc:
Subject: Support for Richmond/San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen,

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing safe pedestrian and bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Sincerely,

Kate Woodford

From: Dianne Yee
Sent: Monday, July 13, 2015 8:47 PM
To: MTC Info
Cc:
Subject: I Support the Richmond/San Rafael Bridge Access Improvement Project!!

Dear Ms. Nguyen and the MTC,

On behalf of my family who lives and owns a small business (Little China) in Richmond, and one of my friends who visited the Bay Area last winter with a bicycle and no car and was staying in San Rafael, I urge you to...

Please include the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

However, please modify the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This will provide an important connection with the combined AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue.

Thank you!

Dianne Yee
Land Use Planning Intern, City of Berkeley

From: Mark Yuan
Sent: Wednesday, June 24, 2015 11:47 AM
To: MTC Info
Subject: Richmond-San Rafael Bridge Access Improvement Project

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission

Dear Ms. Nguyen and the Metropolitan Transportation Commission,

I am writing in support of adding the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program.

By prioritizing the re-opening of the third lane on the Richmond-San Rafael Bridge during peak evening commute hours, we will make a big difference in cutting traffic, reducing air pollution, and improving the quality of life in the North Bay.

Thank you.

From:
Sent: Tuesday, July 14, 2015 12:52 AM
To: MTC Info
Cc: Support for Richmond/San Rafael Bridge Access Improvement Project

Subject:

Dear Ms. Nguyen,

I drive across the Richmond/San Rafael Bridge at least one every week.

As a toll payer and avid cyclist, I support including the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, i.e. a key section of the Point Molate Trail in Richmond, as well as the planned Bay Trail between Contra Costa and Marin Counties.

The Project is especially critical in providing pedestrian and safe bicyclist access to Point Molate Beach Park and the rest of the City of Richmond's Point Molate shoreline. Currently, the I-580 corridor blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the shoulders and sharply curving exit ramps of the freeway where a motorist killed one bicyclist and left another paralyzed. The project's Point Molate Bay Trail section between Marine Street and the Stenmark Drive exit on the northern side of the I-580 corridor will eliminate this dangerous situation.

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Sincerely,

Sandor Zirulnik

Berkeley, California

Pam Grove

From: Claudia Collins
Sent: Saturday, August 22, 2015 5:52 PM
To: MTC Info
Subject: Richmond San Rafael Bridge

Traffic has increased 15-20 % in the last few years. I'm a regular commuter from Walnut Creek to San Rafael. I'm also an avid cyclist. North Bay politicians have pushed for the 3rd eastbound lane. A third westbound lane is desperately needed as well. While it would be nice to close the Bay Trail, it shouldn't be done at the expense of the thousands of people who need to get to their jobs every day. If the Bay Trail is so important other solutions should be sought but we NEED a third westbound lane! My commute has gone from 36-48 minutes, then to 100 minutes this past year. We need another lane ASAP!

Claudia Collins

Sent from my iPad