



January 26, 2018

Bay Area Toll Authority  
Bay Area Metro Center  
375 Beale Street  
San Francisco CA 94105

Re: RSR Bridge Access Project and Regional Measure 3

Dear BATA Commissioners:

In response to pressure from the Transportation Authority of Marin (TAM) to limit bicycle and pedestrian access along the Bay Trail segment of the Richmond-San Rafael Bridge, we hereby request a meeting to discuss this issue. Our organization is working in partnership with MTC/BATA and other stakeholders to fulfill a pledge to the public to complete the Bay Trail on the RSR bridge and make the Bay Area an enjoyable community for walking and bicycling for all types of trips. The four-year pilot for bike-ped access on the RSR Bridge is designed to meet these goals and has to be given a full opportunity to succeed in order to give commuters options in these congested times and fulfill long-standing public policies in support of walking and bicycling.

We understand drivers' frustrations being stuck in traffic. Our members are equally frustrated when BART cars are crowded and bike racks on buses are full at commute hours and bikes cannot be accommodated, requiring commuters to wait for the next BART train or bus—the equivalent of being 'stuck in traffic.' For these reasons, we advocate for multimodal solutions on congested corridors, discussed as part of an open and inclusive process, as is happening with the RSR Bridge Project and the agreed upon four-year pilot.

TAM has requested that bike-ped access on the RSR Bridge be eliminated during rush hour, when it is most needed during the week. We were surprised to see Contra Costa Transportation Authority (CCTA) mentioned in TAM's letter of January 25 in support of the request. It is our understanding that this reference to CCTA is in error. Regardless, our organization opposes TAM's request for many reasons. Still, we are always willing to sit down with key stakeholders such as TAM to discuss their concerns.

In advance of such a meeting, we reiterate:

1. The four-year pilot needs to be given a full opportunity to succeed, as agreed to previously, and thereby provide commuters options and in turn reduce the number of cars on the road. Going forward, major commute corridors need to be multimodal, with good options for transit, carpooling and bicycling. Such an approach addresses Bay Area goals to reduce air pollution, while also addressing congestion concerns. The four-year pilot will provide much needed information for achieving these goals on the Richmond-San Rafael corridor;
2. TAM's request reopens the environmental document and BCDC permit for the RSR Project, which will introduce the overlooked issue of needed transit options, and further delay the entire project, both for cars and bikes;
3. While the RSR Project improves bike-ped access on Francisco Blvd in Marin and connects to Castro Street in Point Richmond, the project does not complete needed bikeway connections to the cities of San Rafael and Richmond, population centers where bike-ped trips on the bridge originate and end. In Marin, a path extension is needed northwest into downtown San Rafael. In Contra Costa, a pathway extension is needed from Castro Street to the Richmond Greenway terminus at 2nd Street. No evaluation of the RSR Bridge pilot project is useful or fair until these connections are complete. We are asking that the first monies from the Regional Measure 3 project for access improvements to and from the RSR Bridge be directed at completing these pathway gaps. Then the four-year evaluation can start;
4. TAM's proposal includes no consideration of bike accommodation at rush hour, which would require increase bus services and shuttles, the very issue overlooked in the EIR;
5. Performance measures for the bike-ped pilot on the RSR Bridge are still being worked out and should be part of all discussions and agreements going forward. As a preview, we ask that performance measure discussions include the following impacts:
  - a. Traffic safety on local streets and at freeway overcrossings
  - b. Air pollution in nearby neighborhoods
  - c. Noise level changes due to increased traffic
  - d. VMT reduction as required by Plan Bay Area.

We are formally asking you to facilitate a meeting to discuss the issues we raise in this letter, to include representatives of TAM and the CCTA, and do so before any consideration is given to TAM's letter. We look forward to working with you, TAM, CCTA and local stakeholder groups to improve the RSR Bridge Projects, both the current project and the related RM3 projects.

Sincerely,



Dave Campbell  
Advocacy Director  
Bike East Bay

cc: Randy Iwasaki, Contra Costa Transportation Authority  
Dianne Steinhauser, Transportation Authority of Marin  
Amy Worth, BATA Commissioner

John Nemeth, West Contra Costa Transportation Advisory Committee  
Bjorn Gripenburg, Marin County Bicycle Coalition  
Bruce Beyaert, Trails for Richmond Action Coalition Chair