



October 16, 2014

Andrew B. Fremier, Deputy Executive Director  
Bay Area Toll Authority  
101 Eighth Street  
Oakland, CA 94607

**Subject: Richmond-San Rafael Bridge Bicycle and Pedestrian Trail**

Dear Mr. Fremier:

As representatives of the bicycling and walking communities in the Bay Area, we thank the Bay Area Toll Authority (BATA) for its efforts and interest in accommodating active transportation across the Richmond-San Rafael Bridge (RSR Bridge). We believe that the inclusion of the active transportation pathway will be an integral part of the long-term strategy to reduce overall congestion along this important transportation corridor. The RSR Bridge serves as the primary transportation connection between the East Bay and Marin County, and we are extremely interested in working with BATA to expeditiously move this project forward. This project presents a unique opportunity to provide a safe, useable, and enjoyable pathway that accommodates both bicyclists and pedestrians.

It is our goal that this pathway be designed to attract the broadest range of users as possible. This will ensure its success as both a regionally significant commute and recreational facility that will work towards reducing congestion, improving air quality, lowering greenhouse gas emissions, and promoting public health.

To meet this goal, we request the following to ensure that active transportation access will be provided for all levels of users along the RSR Bridge corridor:

1. A 10-foot-wide, barrier-separated, bicycle and pedestrian path along the entire stretch of the RSR Bridge. While we recognize the desire for a breakdown shoulder, this project is an opportunity to accommodate all modes of travel on the RSR Bridge. About half of the Bay Area toll bridges do not have breakdown shoulders, and we believe that the key to managing the impacts from breakdowns is to develop procedures and operations that expeditiously move the breakdowns off the bridge.
2. For the Richmond approach of the RSR Bridge trail, widen the proposed pathway along Scofield Bridge from 8 feet wide to 10 feet wide. The effective useable width of a proposed 8-foot-wide path along the Scofield Bridge would be at best 6 feet due to the need for fencing on both edges of the trail. Bicyclists will naturally shy away from the

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fencing to avoid clipping the fences with their handlebars. From the cross sections for the Scofield Bridge, a 10-foot-wide trail is achievable by reducing the width of the Number One travel lane and the roadway shoulders.

3. For the Richmond approach of the RSR Bridge trail, design any fencing or railing so that it is as visually transparent and aesthetically unobtrusive as possible in order to create a sense of openness. Also, design the Richmond approach trail, so that it is raised at least 12 inches above the freeway grade in order to create a sense of separation from the freeway traffic. Both of these design elements will help to increase the sense of security for trail users and promote its use by a broader spectrum of bicyclists and pedestrians.
4. Facilitate a regular stakeholder working group to move this project forward quickly and efficiently.

We greatly appreciate BATA's interest and efforts in developing this important active transportation pathway. We are eager to move this project forward as quickly as possible and continue our partnership with BATA in providing bicycle and pedestrian access on the Bay Area's toll bridges.

Best Regards,

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Laura Thompson  
Bay Trail Project Manager  
Association of Bay Area Governments

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Renee Rivera  
Executive Director  
Bike East Bay

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Dave Snyder  
Executive Director  
California Bicycle Coalition

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Andy Peri  
Advocacy Director  
Marin County Bicycle Coalition

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Bruce Beyaert  
Chair  
Trails for Richmond Action Committee

*Mr. Andrew B. Premier  
October 16, 2014*

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