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BRIEFING ON THE RICHMOND-SAN RAFAEL BRIDGE ACCESS IMPROVEMENT PILOT PROJECT

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PROJECT LOCATION



PERMIT HISTORY

1997: Original BCDC Permit 1997.001 for seismic retrofit project

- Found bicycle and pedestrian access was desirable and would maximize public benefits
- Further study required to ensure public safety
- Caltrans volunteered to study feasibility of access

2016: Pilot Project authorized by Material Amendment Four in 2016



PILOT PROJECT AUTHORIZATION (1997.001.04)

Eastbound

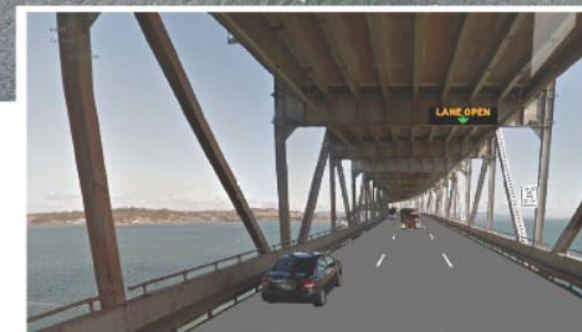
- Peak hour vehicle lane in shoulder

Westbound

- Two-way Class I pathway in shoulder
- Moveable barriers, safety railing, signage

Reporting Requirement

- Analysis of public usage and benefits
- Assessment of operational and safety issues
- Need for future changes, including removal or making permanent



Source: Commission materials, Sept. 15, 2016

BAY PLAN TRANSPORTATION POLICIES

- **Transportation Policy No. 1**

“...The Commission should continue to take an active role in Bay Area regional transportation and related land use planning affecting the Bay, particularly to encourage alternative methods of transportation and land use planning efforts that support transit and that do not require fill...”

- **Transportation Policy No. 4**

“Transportation projects on the Bay shoreline and bridges over the Bay or certain waterways should include pedestrian and bicycle paths that will either be a part of the Bay Trail or connect the Bay Trail with other regional and community trails...”



QUESTIONS TO CONSIDER

1. Is there sufficient information to determine whether to a) remove the public access improvements, b) make them permanent, and/or c) alter them?
2. At the time an amendment request for a modified pilot project is presented to the Commission, what information would the Commission like to be included in the application and/or staff analysis to support a determination of whether the proposed modifications are appropriate?
3. At the conclusion of the pilot project, what information should be provided to support a determination of whether non-motorized public access is feasible on the bridge?
4. At the conclusion of the pilot project, what information should be provided to support a determination of whether any proposed permanent project would represent maximum feasible public access on the bridge?

THANK YOU



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