METROPOLITAN TRANSPORTATION COMMISSION Meeting Transcript



1	BAY AREA TOLL AUTHORITY OVERSIGHT COMMITTEE
2	WEDNESDAY, NOVEBMER 8 TH , 2023, 9:35 AM
3	
4	CHAIR, FEDERAL GLOVER: SO, GOOD MORNING. I WOULD LIKE TO CALL
5	TO ORDER THE MEETING OF THE BATA OVERSIGHT COMMITTEE. THIS
6	MEETING IS BEING WEBCAST ON MTC WEBSITE. MEMBERS PARTICIPATING
7	BY ZOOM WISHING TO SPEAK, SHOULD USE THE RAISED HAND FEATURE
8	OR DIAL STAR NINE AND YOU WILL BE CALLED UPON AT THE
9	APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON
10	BY THE LAST FOUR DIGITS OF THE PHONE NUMBER. AT THIS TIME, IF
11	WE COULD HAVE A ROLL CALL?
12	
13	CLERK OF THE BOARD: GOOD MORNING. BEFORE WE START, I WANT TO
14	MAKE NOTE WE'LL DEPUTIZE CHAIR PEDROZA TO MAKE QUORUM OF THIS
15	BODY AND TO INTRODUCE YOU TO CARCIE BONNER, OUR NEW CLERK THAT
16	WILL BE JOINING YOU FOR THE WEDNESDAY MEETING GOING FORWARD.
17	AND WITH THAT WE'LL DO ROLL CALL. CHAIR GLOVER?
18	
19	CHAIR, FEDERAL GLOVER: HERE.
20	
21	CLERK OF THE BOARD: VICE CHAIR ABE-KOGA IS ABSENT.
22	COMMISSIONER.
23	
24	CINDY CHAVEZ: CHAVEZ.
25	



1	CLERK OF THE BOARD: EL-TAWANSY.
2	
3	SPEAKER: HERE.
4	
5	CLERK OF THE BOARD: FLEMING?
6	
7	SPEAKER: HERE.
8	
9	CLERK OF THE BOARD: MILEY IS ABSENT. PAPAN?
10	
11	GINA PAPAN: HERE.
12	
13	CLERK OF THE BOARD: PEDROZA?
14	
15	ALFREDO PEDROZA: HERE.
16	
17	CLERK OF THE BOARD: RONEN IS ABSENT. SCHAFF?
18	
19	LIBBY SCHAAF: HERE QUORUM IS PRESENT. THANK YOU.
20	
21	CHAIR, FEDERAL GLOVER: THANK YOU. WE WANT TO WELCOME MISS
22	BONNER. IF YOU ALL WOULD RISE AND JOIN ME FOR THE PLEDGE?
23	[PLEDGE OF ALLEGIANCE RECITED]
24	



1	CHAIR, FEDERAL GLOVER: OKAY. IF WE COULD GET A READING OF THE
2	COMPENSATION ANNOUNCEMENT?
3	
4	CLERK OF THE BOARD: OKAY. AS AUTHORIZED BY STATE LAW, I AM
5	MAKING THE FOLLOWING ANNOUNCEMENT: EACH MEMBER OF THE BOARD
6	HERE TODAY WILL BE ENTITLED TO RECEIVE \$100 PER MEETING
7	ATTENDED UP TO A MAXIMUM OF \$500 PER MONTH PER AGENCY. THIS
8	AMOUNT IS A PROVIDED AS A RESULT OF CONVENING A MEETING FOR
9	WHICH EACH MEMBER IS ENTITLED TO COLLECT SUCH AMOUNT.
10	
11	CHAIR, FEDERAL GLOVER: OKAY. THANK YOU. NEXT WE HAVE OUR
12	CONSENT CALENDAR. THAT INCLUDES ITEMS 4A THROUGH 4G.
13	
14	GINA PAPAN: PAPAN MOVE APPROVAL.
15	
16	CHAIR, FEDERAL GLOVER: OKAY. WE HAVE A MOTION.
17	
18	ALFREDO PEDROZA: SECOND, PEDROZA.
19	
20	CHAIR, FEDERAL GLOVER: WE HAVE A MOTION AND SECOND. DO WE HAVE
21	PUBLIC COMMENT? HAVE WE RECEIVED ANYTHING OR DO WE HAVE ANYONE
22	PRESENT THAT WOULD LIKE TO ADDRESS THE COMMITTEE ON ITEMS THAT
23	FALLS WITHIN THE CONSENT CALENDAR?



- 1 CLERK OF THE BOARD: YES. WE HAVE RECEIVED NOTHING IN WRITING
- 2 FOR THIS ITEM BUT WE DO HAVE A FEW MEMBERS OF THE PUBLIC
- 3 REMOTELY WITH THEIR HANDS RAISED. YOU WANT TO GIVE THEM ONE
- 4 MINUTE MR. CHAIR?

5

6 CHAIR, FEDERAL GLOVER: YES. ONE MINUTE.

7

- 8 CLERK OF THE BOARD: OKAY. SO THE FIRST SPEAKER IS DOUG
- 9 WILLIAMS FOLLOWED BEACHMAN. GO AHEAD AND UNDER MUTE YOURSELF.

10

- 11 SPEAKER: THANK YOU. I LIVE IN RICHMOND AND HAVE PUT UP WITH
- 12 THE TRAFFIC ON AIR POLLUTION IN WHAT WAS CALLED THE BIKE LANE.

13

- 14 CHAIR, FEDERAL GLOVER: ON THE CONSENT CALENDAR THAT, IS AN
- 15 INFORMATIONAL ITEM THAT WILL BE COMING NEXT. SO, WE'RE NOW
- 16 HAVING COMMENTS ON THE CONSENT CALENDAR ONLY.

17

- 18 CLERK OF THE BOARD: SO WE'LL COME BACK TO YOU MR. WILLIAMS
- 19 WHEN WE GET TO ITEM 5A, TO THE OTHER MEMBERS OF THE PUBLIC
- 20 WITH YOUR HAND RAISED, AGAIN WE'RE ONLY TAKING COMMENCE ON THE
- 21 CONSENT CALENDAR. THIS IS NOT THE RICHMOND SAN RAFAEL BRIDGE
- 22 ITEM. SO IF YOU ARE NOT SPEAKING TO THE CONSENT CALENDAR,
- 23 PLEASE PUT YOUR HAND DOWN. WITH THAT, ALETA DUPREE, GO AHEAD
- 24 AND UNMUTE YOURSELF. YOU WILL HAVE ONE MINUTE.



- 1 SPEAKER: THANK YOU. GOOD MORNING CHAIR GLOVER AND MEMBERS.
- 2 ALETA DUPREE FOR THE RECORD. AND I'M GOING TO TALK ABOUT AN
- 3 ITEM ON THE CONSENT CALENDAR. I DO BRING UP HERE OUR STATEMENT
- 4 OF REVENUE EXPENSE. JUST GLANCING OVER IT. WELL, IT'S LOOKING
- 5 FINE. I SEE A SURPLUS HERE WHICH IS A CURRENT ACTUAL. SO IT'S
- 6 SOMETHING WE CAN BE VERY PROUD OF, AND I'M SEEING RM3 REVENUE
- 7 BEING RECOGNIZED. ON THIS. THIS IS NEW, BUT THIS SHOWS THAT
- 8 ALL THE HARD WORK WE DID TO GET OUR RM3 GOING, IS GOING HELP
- 9 US A LOT IN BEING ABLE TO CONTINUE THIS WORK OF TAKING CARE OF
- 10 THESE PRIVILEGES AND WE HAVE SOME BANK STATEMENTS HERE. \$8
- 11 MILLION IN INTEREST. THAT'S SOMETHING. EVERY BIT COUNTS. SO, I
- 12 NORMAL DON'T SPEAK ON CONSENT. AND I'M DEFINITELY -- I LIKE
- 13 THESE COLORFUL CHARTS HERE. SO, THANK YOU. THIS IS GOOD.
- 15 CHAIR, FEDERAL GLOVER: THANK YOU.
- 17 CLERK OF THE BOARD: THANK YOU. THERE ARE NO ADDITIONAL HANDS
- 18 RAISED FOR THIS ITEM.
- 20 CHAIR, FEDERAL GLOVER: OKAY. WE HAVE MOTION BY PAPAN, SECOND
- 21 BY PEDROZA. ROLL CALL VOTE, PLEASE.
- 23 CLERK OF THE BOARD: NO NEED FOR ROLL CALL BECAUSE ALL MEMBERS
- 24 ARE IN-PERSON SO YOU WILL JUST CALL FOR THE --

25

14

16

19



CHAIR, FEDERAL GLOVER: OKAY. SO ALL IN FAVOR PLEASE NOTE BY 1 2 AYE. 3 SPEAKER: AYES. 4 5 CHAIR, FEDERAL GLOVER: OPPOSE? IT PASSES. THANK YOU. 6 7 8 CLERK OF THE BOARD: I'LL NOTE THE MOTION PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT. 9 10 CHAIR, FEDERAL GLOVER: OKAY. THANK YOU. SO, THE NEXT ITEM 11 BEFORE US IS THE STATUS REPORT ON BATA'S RICHMOND SAN RAFAEL 12 BRIDGE ACCESS IMPROVEMENT PILOT. RICHMOND SAN RAFAEL FORWARD 13 PROGRAMMING, AND CONSIDERATION FOR A WESTBOUND THIRD LANE ON 14 15 THE BRIDGE. BEFORE WE TURN THIS TO MISS KLEIN, I WOULD OFFER 16 INTRODUCTORY COMMENTS FROM MR. PEDROZA -- FREMIER. 17 ANDREW FREMIER: I'LL GO BY WHATEVER NAME YOU CALL ME, CHAIR 18 GLOVER. GOOD MORNING COMMISSIONERS, ANDREW FREMIER, DEPUTY 19 EXECUTIVE DIRECTOR. WE HAVE BEEN IN FRONT OF THIS COMMITTEE 20 21 BRIEFING YOU ON THE MIXED USE LANE OR THE THIRD LOWER DECK AND BICYCLE PED PATH ON THE UPPER DECK. WE CONTINUALLY ASK FOR THE 22 SAME DIRECTION WHICH IS TO ALLOW THE PILOT TO COMPLETE, AND 23 WE'RE AT THAT POINT WHERE THE PILOT WILL COMPLETE. WE HAVE 24 INDEPENDENT STUDY BEING MANAGED BY UC BERKELEY PATH THAT IS 25



- 1 BEING PRESENTED IN THE NEXT FEW MONTHS ON THE PATH AND THE
- 2 LOWER DECK USAGE THAT MAKE GUIDING RECOMMENDATIONS ON WHAT TO
- 3 DO IN THE FUTURE. WE HAVE ASKED YOU LET US FOCUS QUITE A BIT
- 4 OF ENERGY ON THE WORK IN THE RICHMOND FORWARD PROJECTS THAT
- 5 YOU WILL GET BRIEFED ON TODAY WHICH ARE VERY IMPORTANT FOR
- 6 IMPROVING TRAFFIC FLOW TAKING ADVANTAGE OF ALL ELECTRONIC
- 7 MODE. ALL PROJECTS ARE CHALLENGING AND IT TAKES RESOURCES.
- 8 WE'RE AWARE IT'S A VERY DIFFICULT DECISION BECAUSE IT APPEARS
- 9 YOU HAVE CAPACITY THAT CAN HELP WITH THE SITUATION IN
- 10 RICHMOND. SO IF AFTER ALL THE PUBLIC CONVERSATION THAT HAPPENS
- 11 AND AFTER YOUR DISCUSSION AT THE COMMITTEE LEVEL, I HAVE
- 12 WORKED VERY CLOSELY WITH COMMISSIONER EL-TAWANSY ABOUT PUTTING
- 13 SOME ENERGY INTO A COST SCOPE AND SCHEDULE OF WHAT IT MIGHT
- 14 TAKE TO ACTUALLY TRY TO USE THAT THIRD LANE IN PEAK PERIODS,
- 15 MOST LIKELY FOR HOV AND BUS TRAFFIC. THAT WILL BE A LOT OF
- 16 WORK. I JUST WANT TO REMIND YOU THAT WE HAD TO GO THROUGH AN
- 17 ENVIRONMENTAL PROCESS THAT TOOK SEVERAL YEARS JUST TO DO THE
- 18 PILOT. THERE IS ALSO A SIGNIFICANT AMOUNT OF CAPITAL
- 19 INVESTMENT THAT WAS NECESSARY TO MAKE THE PILOTS WORK. THOSE
- 20 ARE ALL ITEMS THAT WOULD ALSO BE AFFECTED IF YOU WERE TO OPEN
- 21 UP THE THIRD DECK TO ANY OTHER USE THIRD LANE TO ANY OTHER USE
- 22 THAN IT HAS. AS A REMINDER MOVING THE RAIL DOESN'T ALLOW
- 23 TRAFFIC TO GO THROUGH THE BRIDGE MOVING THE RAIL WILL ALLOW US
- 24 TO RESTORE WHAT IT WAS PRIOR TO THE PILOTS. LOOKING FORWARD TO
- 25 WORKING ON WHATEVER DIRECTION THE COMMISSION GIVES US AND I



- 1 WANT TO SAY THAT REGARDLESS OF WHAT HAPPENS IN THE LONG-TERM
- 2 WITH THIS PILOT PROGRAM, YOU HAVE MADE SOME REALLY SIGNIFICANT
- 3 INVESTMENTS IN ACTIVE TRANSPORTATION ON BOTH END OF THE BRIDGE
- 4 THAT HAVE TAKEN PEOPLE OUT OF LIVE LANES, PUT THEM BEHIND
- 5 BARRIERS AND HAVE GOOD ACCESS TO POINT MO LAT OWE FROM POINT
- 6 RICHMOND AS WELL AS VISTA POINT TO THE BAY TRAIL CONNECTION
- 7 NEAR THE BIG BOX STORES IN SAN RAFAEL. SO, OVERALL, WE'RE
- 8 REALLY EXCITED ABOUT THE WORK THAT'S BEING DONE WE UNDERSTAND
- 9 THERE IS A HARD CHALLENGE IN FRONT OF US AND WE CAN HAVE
- 10 DISCUSSION AFTER LISA DOES THE PRESENTATION ON THE ITEM.

12 CHAIR, FEDERAL GLOVER: THANK YOU. WELCOME LISA.

14 SPEAKER: THANK YOU CHAIR GLOVER AND GOOD MORNING ANDY. GOOD

- 15 MORNING COMMISSIONERS. I'M LISA KLEIN DIRECTOR OF OPERATIONS
- 16 AND FIELD ASSET MANAGEMENT. WE HAVE THREE TOPICS, CAN I HAVE
- 17 THE NEXT SLIDE PLEASE. FIRST WHAT'S STATUS OF THE PILOT
- 18 PROJECT, SECONDLY CONSIDERATIONS RELATED PROPOSAL TO CONVERT
- 19 THE UPPER DECK SHOULDER TO A THIRD GENERAL PURPOSE TRAFFIC
- 20 LANE WHICH IS IN THE SUBJECT OF CORRESPONDENCE RECEIVED BY
- 21 MANY OF YOU AS WELL AS ELECTED OFFICIAL NECESSARY MARIN COUNTY
- 22 AND CONTRA COSTA COUNTY. AND THIRDLY OVERVIEW OF THE
- 23 INITIATIVES ANDY REFERRED TO THAT ARE ALREADY FUNDED AND
- 24 UNDERWAY. NEXT SLIDE PLEASE. SO, AS A REFRESHER, THE PILOT HAS
- 25 PAIRED PURPOSES ONE IT AIMED TO REDUCE CONGESTION IN THE

11



- 1 CORRIDOR AND TWO FOR BIKE ACCESS IN MARIN AND AS WELL AS WHAT
- 2 ANDY REFERRED TO IN RICHMOND AND SAN RAFAEL WE HAVE DONE THIS
- 3 THROUGH A SERIES OF PROJECTS I'LL DESCRIBE THEM WORKING FROM
- 4 THE BOTTOM DECK UP. FIRST TO OPEN WAS THE PART-TIME USE LANE
- 5 WHICH WAS MADE BY CONVERTING THE SHOULDER ON THE LOWER DECK
- 6 AND THAT OPENED FIRST, IT OPENED IN 2018. THE SECOND WAS TO
- 7 CONVERT THE SHOULDER ON THE UPPER DECK TO A BIKE AND
- 8 PEDESTRIAN PATH SEPARATED FROM THE GENERAL TRAFFIC BY THE
- 9 MOVABLE BARRIER SYSTEM. THAT OPENED IN NOVEMBER 2019, JUST
- 10 FOUR YEARS AGO. WE ALSO BUILT A PERMANENT CONNECTING PATH IN
- 11 BOTH RICHMOND AND SAN RAFAEL IN FACT YOU JUST APPROVED DOLLARS
- 12 FOR CONSTRUCTING THE LAST OF THE PIECE OF THE PATH IN YOUR
- 13 CONSENT AGENDA TODAY, THAT WORK IS STILL ONGOING AND
- 14 DELIVERING ON THAT COMMITMENT. TOGETHER THOSE PATHS, ON THE
- 15 UPPER DECK AND CONNECTING PATHS THEY DO COMPLETE AN IMPORTANT
- 16 LINK IN THE BAY TRAIL. IT'S ALSO WORTH NOTING THAT THE PILOT
- 17 REALLY IS ALIGNED VERY STRONGLY WITH CORE INVESTMENT
- 18 STRATEGIES IN PLANNED BAY AREA TO REDUCE GREENHOUSE GAS
- 19 EMISSIONS AND TO CREATE A CONNECTED HEALTHY AND VIBRANT
- 20 REGION, NAMELY THE PLAN CALLS FOR HISTORIC INVESTMENT IN
- 21 ACTIVE TRANSPORTATION NETWORK. AS ANDY MENTIONED SINCE BOTH OF
- 22 THESE PROJECTS, THE USE OF THE SHOULDERS IS REALLY INNOVATIVE
- 23 USE, BATA AND CALTRANS COMMITTED TO A FOUR-YEAR PILOT AND
- 24 CALTRANS CONTRACTED WITH UC BERKELEY TO CONDUCT EVALUATION OF
- 25 THE PILOT. NEXT SLIDE. SO THE PILOT PURPOSE, IN THE DECISION



- 1 DOCUMENT REALLY FOCUSES ON ACTIVE. I WANT TO SPEAK DIRECTLY TO
- 2 THE AMOUNT OF USAGE WE'RE SEEING ON THE PATH. OVER THE PAST
- 3 YEAR, USAGE HAS RANGED FROM AN AVERAGE OF 115 CYCLISTS ON
- 4 WEEKDAYS TO ABOUT 325 CYCLISTS ON WEEKENDS. THAT'S PER DAY.
- 5 NOT SURPRISINGLY BECAUSE OF THE LENGTHS OF THE PATH A LITTLE
- 6 OVER FIVE MILES WE'RE SEEING LESS PEDESTRIAN USAGE SO THIS
- 7 LEVEL USAGE, FRANKLY IT DOES PLACE THE PATH PRETTY HIGH WHEN
- 8 IT COMES TO USAGE OF OUR TRANSBAY -- FOR THING PATHS ON OUR
- 9 TRANSBAY BRIDGES. IT'S THE SECOND MOST USED PATH. QUITE A BIT
- 10 LOWER THAN THE MOST USED PATHS IN THE REGION. FOR EXAMPLE,
- 11 IRON HORSE TRAIL, WHICH CAN SERVE MANY SHORTER TRIPS. I'M
- 12 GOING TO HIGHLIGHT PATTERNS ON TRAFFIC AND SAFETY. IN THIS
- 13 CASE THE BEFORE PERIOD IS BEFORE THE PILOT AND NOTABLY BEFORE
- 14 COVID AND THE AFTER PERIOD REPRESENTS CURRENT CONDITIONS WHERE
- 15 TRAFFIC VOLUME TODAY IS ABOUT 90% OF WHAT IT WAS PRECOVID. SO
- 16 AS IS ALWAYS THE CASE, THERE ARE FACTORS LIKE COVID WHICH MAKE
- 17 IT HARD IN CAUSE AND EFFECT BUT WE CAN SEE CLEAR TRENDS IN THE
- 18 DATA. NEXT SLIDE PLEASE. WHEN IT COMES TO CONGESTION THE PART-
- 19 TIME LANE ON THE LOWER DECK HAS ABSOLUTELY BEEN A HOME RUN. WE
- 20 SAW A REDUCTION IN CONGESTION IMMEDIATELY WHEN THE LANE OPENED
- 21 IN 2018. ON THIS GRAPH THE BLUE LINE SHOWS TRAVEL TIME BEFORE
- 22 THE PILOT WITH THE PEAK TRAVEL TIME TO THE LONGEST TRAVEL TIME
- 23 TO JUST BEFORE 5 AND 6:00 P.M. RED LINE SHOWS TRAVEL TIME
- 24 AFTER THE PILOT. AS YOU CAN SEE IT'S QUITE FLAT THAT'S BECAUSE
- 25 THE PART-TIME USE LANE ESSENTIALLY ELIMINATED CONGESTION,



- 1 ELIMINATED THE EASTBOUND CONGESTION, SERVING EAST BAY
- 2 COMMUTERS UP TO 14 MINUTES ON THEIR RETURN TRIP. IT'S A
- 3 DRAMATIC EFFECT AND HIGHLIGHTS VISIBILITY AND FRUSTRATION THAT
- 4 WE'RE ALL HEARING ABOUT AND MANY ARE EXPERIENCING WITH THE
- 5 WESTBOUND MORNING CONGESTION AS I'LL SHOW YOU HOWEVER THAT
- 6 WESTBOUND CONGESTION IS ESSENTIALLY UNCHANGED FROM BEFORE THE
- 7 PILOT. THERE HAS BEEN PERCEPTION BY SOME THERE HAVE BEEN MORE
- 8 TRAFFIC INCIDENTS BUT LONGER DURATION IN THE WESTBOUND
- 9 DIRECTION SINCE THE PATH WAS INSTALLED. HOWEVER THE DATA DOES
- 10 NOT SUPPORT THAT PERCEPTION. THE INCIDENT RATE ON THE BRIDGE
- 11 IS DECLINING SINCE BEFORE THE PILOT. THE GRAPH ON THE LEFT
- 12 SHOWS BY TYPE, REAR END SIDE SWIPE, AND BY SEVERITY, THE TYPE
- 13 OF INJURY. AS YOU CAN SEE, THE NUMBERS THEMSELVES ARE VERY
- 14 SMALL. THE RATES ARE FLAT OR DECLINING. NOW THE NUMBERS ARE
- 15 SMALL BECAUSE WE'RE USING A PRETTY STANDARD MEASURE OF
- 16 INCIDENCE PER VEHICLE MILES TRAVELED. BUT STILL A FOCUS ON
- 17 TRENDS THERE, FLAT OR DECLINING. THE AVERAGE INCIDENT DURATION
- 18 SHOWN ON THE RIGHT HAS ALSO DECREASED SLIGHTLY BY A LITTLE
- 19 OVER TWO MINUTES AND THE RESPONSE TIMES, THE TIMES FOR
- 20 EMERGENCY RESPONDERS TO GET TO THE INCIDENT HAVE INCREASED
- 21 VERY, VERY SLIGHTLY BY AN AVERAGE OF ABOUT JUST A LITTLE OVER
- 22 A MINUTE. NEXT SLIDE PLEASE. THE TIMELINE FOR THE PILOT THAT
- 23 BOTH ANDY AND I HAVE REFERRED TO, THE PILOT EVALUATION IS
- 24 DESIGNED TO COVER FOUR YEARS, REALLY AFTER THE OPENING OF THAT
- 25 CONNECTING PATH IN SIR FRANCIS DRAKE BOULEVARD CONNECTING PATH



- 1 IN MARIN. THAT WAS IN 2020, IT'S SHOWING, SORT OF, IN THE
- 2 MIDDLE OF THIS TIMELINE. THERE WAS A REPORT LAST SUMMER THAT
- 3 GAVE A GOOD INDICATION OF THE PERFORMANCE AND WE COVERED SOME
- 4 OF THAT DATA WHEN WE REPORTED TO THE COMMITTEE LAST FALL. THE
- 5 FINAL REPORT BY UC BERKELEY PATH WHICH IS ALSO CALLED THE
- 6 PHASE TWO REPORT IS DUE OUT THE SUMMER OF 2024, WITH A
- 7 DECISION BY THE PARTNERS AT THE END OF THE YEAR. BETWEEN NOW
- 8 AND THEN, WE, BATA STAFF WILL CONTINUE TO COORDINATE WITH
- 9 CALTRANS TO UNDERSTAND HOW THE PILOTS PERFORM AGAINST THE
- 10 METRICS IN THE UC BERKELEY PATH STUDY AND ALSO WHAT IT WILL
- 11 TAKE TO GRANT PILOTS PERMANENT STATUS. TO IMPORTANT
- 12 CONSIDERATION WILL BE -- AND THIS IS UNDER REVIEW BY CALTRANS
- 13 -- IMPORTANT CONSIDERATION WILL BE WHETHER STRUCTURING
- 14 STRENGTH IS NEEDED TO SUPPORT THE MOVEABLE BARRIER IN IT'S
- 15 CURRENT CONFIGURATION OF A PATH ON A MORE PERMANENT BASIS.
- 16 NEXT SLIDE. WHAT ABOUT WESTBOUND TRAFFIC AND CONGESTION. YES
- 17 THERE IS BACK UP IN THE MORNINGS IN RICHMOND IT'S A DAILY
- 18 EXPERIENCE AND IT'S CONFIRMED BY THE DATA. A NUMBER OF YOU
- 19 RECEIVED CORRESPONDENCE EXPRESSING CONCERN ABOUT CONGESTION
- 20 AND THE IMPACT OF CONGESTION ON AIR QUALITY IN THE CITY OF
- 21 RICHMOND. AND PROPOSING TO CONVERT THE SHOULDER ON THE UPPER
- 22 DECK TO A THIRD LANE FOR TRAFFIC. WHILE THIS SEEMS LIKE A
- 23 SIMPLE SOLUTION, AFTER ALL WE DID IT ON THE LOWER DECK, RIGHT,
- 24 IT'S NOT NECESSARILY AS STRAIGHT FORWARD AS IT MAY SEEM FOR A
- 25 VARIETY OF REASONS. NEXT SLIDE, PLEASE. THE FIRST POINT, I



- 1 THINK, THAT WE WANT TO CLARIFY IS THAT THERE IS NO EVIDENCE TO
- 2 SUGGEST THAT THE PATH HAS ACTUALLY RESULTED IN INCREASED
- 3 CONGESTION IN WESTBOUND IN THE MORNING. BECAUSE THE PATH
- 4 OPENED JUST MONTHS BEFORE COVID, LOCKDOWN, IT'S EASY TO SEE
- 5 HOW DRIVERS SITTING IN THAT CONGESTION TODAY COULD EXPERIENCE
- 6 IT AS WORSE AND CONTRIBUTE IT TO THE PAST. THE DATA, HOWEVER,
- 7 IN FACT, INDICATES THAT CONGESTION IS REALLY VERY SIMILAR TO
- 8 WHAT IT WAS BEFORE. THE RED ON THIS GRAPH SHOWS WHEN AND WHERE
- 9 THE WEEKDAY TRAFFIC IS SLOWEST. THE DARK RED IS LESS THAN 35
- 10 MILES PER HOUR AND THE PINKISH COLOR IS BETWEEN 35 AND 55
- 11 MILES PER HOUR. THE TOP GRAPH SHOWS WHERE THE SLOW SPEEDS
- 12 EXTENDED BEFORE THE PILOT IN FALL 2019, COMPARED TO THE FALL
- 13 2022, WHICH IS SHOWN ON THE LOWER CHART. AS YOU CAN SEE THE
- 14 PATTERN IS REALLY VERY SIMILAR. THERE ARE TWO SUBTLE
- 15 DIFFERENCES THAT I WANT TO HIGHLIGHT. FIRST, THE DURATION OF
- 16 THE SLOWEST SPEED, IF YOU WILL, THE HEIGHT OF THAT RED AREA IS
- 17 ACTUALLY A LITTLE SHORTER IN TODAY. AND THAT'S BECAUSE THE
- 18 CONGESTED PERIOD ENDS ABOUT 30 MINUTES EARLIER THAN IT DID IN
- 19 2019. AND THE SECOND POINT IS THAT AT THE PEAK, THE SLOW
- 20 SPEEDS ACTUALLY EXTEND A LITTLE FURTHER TO THE EAST AT THE
- 21 PEAK BY ABOUT A QUARTER A MILE SHOWN BY THE WIDTH OF THE
- 22 TRIANGLE BUT OVERALL THE PATTERNS ARE SIMILAR TO BEFORE. NEXT
- 23 SLIDE PLEASE. WHAT ABOUT AIR OUALITY? WE HAVE CONSULTED
- 24 EXTENSIVELY WITH THE AIR DISTRICT EXPERTS, OUR AIR QUALITY
- 25 EXPERTS ON THIS QUESTION. AND GREG NUDD, THE DEPUTY EXECUTIVE



- 1 DIRECTOR -- DEPUTY EXECUTIVE OFFICER, OF SCIENCE AND POLICY IS
- 2 HERE TODAY SHOULD YOU HAVE MORE DETAILED QUESTIONS ABOUT AIR
- 3 QUALITY. THERE ARE TWO TAKE-AWAY'S. ONE FROM A HEALTH
- 4 PERSPECTIVE, WE REALLY WANT TO BE FOCUSED ON VEHICLE MILES
- 5 TRAVELED, RATHER THAN CONGESTION. THAT'S BECAUSE VEHICLE
- 6 EMISSIONS OF GREATEST CONCERN ARE PARTICULATE MATTER,
- 7 SPECIFICALLY FINE PARTICULATE MATTER, OR PM 2.5. THIS IS FROM
- 8 A HEALTH STANDPOINT. AND THE MAJORITY OF PARTICULATE MATTER,
- 9 IT'S IN THE RICHMOND COMMUNITY, AS ELSEWHERE IN THE BAY AREA,
- 10 IS FROM ROAD DUST, BRAKE WEAR, AND TIRE WEAR. THESE ARE NON-
- 11 EXHAUST EMISSIONS AND THAT'S SHOWN IN THE PIE CHART ON THE
- 12 BOTTOM RIGHT OF THE SLIGHT. THESE EMISSIONS, THEY CORRELATE
- 13 WITH VEHICLE MILES TRAVELED, RATHER THAN CONGESTION. A MUCH
- 14 SMALLER PORTION OF FINE PARTICULATE MATTER IS FROM EXHAUST
- 15 ASSOCIATED WITH CONGESTION. THIS IS ESPECIALLY THE CASE, THE
- 16 FACT THAT IT'S A SMALLER PORTION ON 580, WHICH HAS LESS TRUCK
- 17 TRAFFIC THAN MANY OTHER ROADS IN THE BAY AREA, INCLUDING I-
- 18 880. SECOND POINT, TAKE AWAY, ON AIR OUALITY THAT FOLLOWS THAT
- 19 IS REDUCING CONGESTION ON 580 IS NOT LIKELY TO REDUCE VEHICLE
- 20 EMISSIONS THAT MOST IMPACT HEALTH IN THE COMMUNITY. IN FACT,
- 21 IF A THIRD LANE WERE TO INCREASE VEHICLE MILES TRAVELED, OR
- 22 INCREASE TRUCK TRAFFIC HARMFUL EMISSIONS COULD IN FACT
- 23 INCREASE. NEXT SLIDE PLEASE. WELL, YOU KNOW, AIR QUALITY
- 24 ASIDE, YOU KNOW, THERE IS STILL -- I THINK THERE IS STILL
- 25 VALUE IN REDUCING TRAVEL TIME. AND WITH RESPECT TO THAT, IT'S



- 1 IMPORTANT TO NOTE THAT ELIMINATING WESTBOUND CONGESTION, AS WE
- 2 SAW ON THE LOWER DECK, WITH THE PART-TIME USE LANE, WOULD
- 3 ACTUALLY REQUIRE SIGNIFICANT IMPROVEMENTS IN MARIN. AND THESE
- 4 IMPROVEMENTS ARE UNFUNDED. THEY ARE NOT IN BATA'S TEN YEAR
- 5 CAPITAL IMPROVEMENT PLAN AT THIS TIME. SO, WHY DOES IT -- WHY
- 6 ARE THESE IMPROVEMENTS REQUIRED IN MARIN? IT'S REALLY, IT'S
- 7 BECAUSE OF ROADWAY GEOMETRY. THERE ARE TWO LANES ON I-580
- 8 WHERE IT TOUCHES DOWN ON MARIN, IF WE CONVERT THE SHOULDER ON
- 9 THE UPPER DECK TO A THIRD LANE WHAT WE'RE REALLY DOING IS
- 10 MOVING THE CHOKE POINT FROM THE TOLL PLAZA TO THE WEST END OF
- 11 THE BRIDGE. AND WE'RE CREATING, ALSO CREATING SOME CONFLICT AT
- 12 THE OFFRAMPS, POTENTIALLY. IN 2020 TAM COMPLETED A STUDY THAT
- 13 ESTIMATED THE MINIMUM COST OF 70 TO 90 MILLION TO ADDRESS THE
- 14 CHOKE POINT ON THE WEB WEST END OF THE BRIDGE SHOWN IN BLUE,
- 15 THAT WOULD AFFECT TRAVEL TIME ON THE NORTH 101 DOWN TO SAN
- 16 RAFAEL. BUT SOUTHBOUND COMMUTERS WOULD HAVE SLIGHTLY LONGER
- 17 DRIVE TIMES. AND THAT'S THE CASE UNLESS WE ALSO IMPROVE THE
- 18 CONNECTION FROM 580 TO 101 SOUTHBOUND. AND IF WE WERE TO ADD
- 19 THE COST OF A DIRECT CONNECTOR FOR DRIVERS HEADED SOUTH, THAT
- 20 WOULD BRING THE TOTAL COST OF IMPROVEMENTS TO OVER \$300
- 21 MILLION. NEXT SLIDE. THERE ARE A FEW ADDITIONAL CONSIDERATIONS
- 22 THAT SPEAK TO THE COMPLEXITY OF A THIRD CONVERTING THE
- 23 SHOULDER TO A 3 TRAFFIC LANE. ABSOLUTELY A PART-TIME LANE
- 24 COULD PROVIDE BIKE ACCESS DURING PEAK CONGESTION WE WOULD NEED
- 25 TO EXAMINE THE STRUCTURAL DEMAND ASSOCIATED WITH MOVING THAT



- 1 BARRIER ON A MORE FREQUENT BASIS, LET'S SAY FREQUENT BASIS.
- 2 IT'S VERY LIKELY THIS WOULD REQUIRE STRENGTHENING TO THE
- 3 BRIDGE STRUCTURE ITSELF. THOSE COSTS WERE ALSO NOT CONSIDERED.
- 4 [LAUGHTER] OR INCLUDED IN THE TAM STUDY. AND I WILL MENTION
- 5 THAT IF WE WERE TO DO A SIMILAR IMPROVEMENT WITH THE BARRIER
- 6 ON THE LOWER DECK OF THE BRIDGE, THAT ALSO WOULD LIKELY
- 7 REOUIRE STRENGTHENING ON THE LOWER DECK. AND, SO, STRUCTURAL
- 8 STRENGTHENING ON THE LOWER DECK MAKING THAT EVEN BIGGER
- 9 FINANCIALLY. THE SECOND POINT IS CONVERTING THAT SHOULDER TO A
- 10 LANE EVEN ON A PART-TIME BASIS WOULD ADD VEHICLE CAPACITY.
- 11 THERE ARE NEW CEQA REQUIREMENTS IN PLACE NOW. THESE WERE NOT
- 12 IN PLACE AT THE START OF THE CURRENT PILOT AND THEY WOULD
- 13 REQUIRE US TO ANALYZE VEHICLE MILES TRAVELED FOR IMPACT, AS
- 14 PART OF CEQA. IF A LANE WERE FOUND TO INCREASE VEHICLE MILES
- 15 TRAVELED, WE WOULD ADMISSION NEED TO PROVIDE MITIGATION FOR
- 16 THAT. AND THAT WOULD FURTHER INCREASE THE COST OF THE -- OF A
- 17 THIRD LANE. NOW, I WILL SAY THAT, YOU KNOW, THIS VMT IMPACT
- 18 ANALYSIS IS, SORT OF, APPLIES ACROSS THE BOARD AND IT APPLIES
- 19 TO HOV LANES, AS WELL AS GENERAL PURPOSE LANES. ANYTHING THAT
- 20 COULD INCREASE CAPACITY. BUT, IT LIKELY -- AN HOV LANE IS
- 21 LIKELY TO HAVE LESS IMPACT ON VMT THAN GENERAL PURPOSE LANE.
- 22 FINALLY AS ANDY MENTIONED PART-TIME LANE EVEN A PILOT IS
- 23 REOUIRED TO UNDERGO ENVIRONMENTAL APPROVAL AND THAT PROCESS
- 24 TAKES A YEAR OR MORE WHICH IS ESSENTIALLY WHAT WE DID FOR THE
- 25 CURRENT PILOT. NEXT SLIDE PLEASE. NOW THE GOOD NEWS.



- 1 [LAUGHTER] THE GOOD NEWS IS THAT BATA HAS, WITH THE RM3
- 2 FUNDING THAT OUR PUBLIC SPEAKER COMMENTED ON DURING THE
- 3 CONSENT CALENDAR, IS PURSUING SOME FULLY FUNDED EFFORTS,
- 4 SEVERAL EFFORTS, THOSE ARE NOW UNDERWAY THAT WOULD HELP
- 5 ALLEVIATE CONGESTION, MOST SIGNIFICANTLY RICHMOND SAN RAFAEL
- 6 FORWARD PROJECT WILL EXTEND THE HOV LANE AND REMOVE THE TOLL
- 7 BOOTH AS EARLY AS 2026 IMPROVING TRAFFIC FLOW AS WELL AS
- 8 SAFETY. WE'RE ALSO IMPROVING THE INTERCHANGE AT RICHMOND
- 9 PARKWAY IN 2026 TO ADDRESS LOCAL BACKUP AND PROVIDE TRAVEL
- 10 TIME SAVINGS. CONSISTENT WITH PLANNED BAY AREA, BOTH PROJECTS
- 11 REALLY EMPHASIZE TIME SAVINGS FOR BUSES AND CARPOOLS WHILE
- 12 ALSO OFFERING SOME SAVINGS FOR GENERAL TRAFFIC. AND FINALLY
- 13 USING REGIONAL MEASURE THREE FUNDS, WE WILL BE PROVIDING SOME
- 14 TRANSIT SIGNAL PRIORITY MEASURES FOR GOLDEN GATE TRANSIT
- 15 BUSES. AND AS TRANSIT GOATS FIRMER FINANCIAL FOOTING
- 16 REGIONALLY, WE WILL KEEP OUR EYES ON OPPORTUNITIES TO INCREASE
- 17 BUS SERVICE AND CONNECTIVITY AND POTENTIALLY EVEN OFFER SOME
- 18 IS FERRY SERVICE IN THE CORRIDOR. NEXT SLIDE PLEASE. THIS IS
- 19 MY FINAL SLIDE. IT'S A SUMMARY. THE PARTNERS AGREE, AS ANDY
- 20 MENTIONED IN THE BEGINNING, THAT IT'S IMPORTANT TO STAY THE
- 21 COURSE ON THE PILOT, THROUGH THE FINAL REPORT IN SUMMER OF
- 22 2024 WITH A DECISION BY THE PARTNERS, BY THE END OF NEXT YEAR,
- 23 2024. IMMEDIATE OPTIONS ARE KEEP THE BIKE LANE AND/OR THE
- 24 PART-TIME USE LANE OR REVERT ONE OR BOTH TO THE SHOULDER. AN
- 25 IMPORTANT CONSIDERATION WILL BE LOOKING AT THE STRUCTURAL



- 1 STRENGTHENING NEEDS EVEN TO REALLY KEEP THAT PATH ON THE UPPER
- 2 DECK WITH THE MOVABLE BARRIER. AND CALTRANS IS REVIEWING THAT
- 3 NOW. WE EXPECT SOME INFORMATION ON THAT SHORTLY. IF DIRECTED
- 4 BY THE COMMITTEE, WE CAN CERTAINLY WORK WITH CALTRANS TO
- 5 EXPLORE A PART-TIME LANE, A BUS, OR -- SORRY -- BUS AND HOV
- 6 LANE PILOT. SINCE THIS WOULD BE A SIGNIFICANT CHANGE TO THE
- 7 ORIGINAL PILOT, IT WOULD BE TREATED AS, ESSENTIALLY, A NEW
- 8 INITIATIVE, A NEW PROJECT WITH ASSOCIATED REVIEWS AND
- 9 APPROVALS. WE ALSO DO WANT TO STAY FOCUSED ON DELIVERING THE
- 10 RICHMOND SAN RAFAEL PROJECTS IN 2026, AND THE TRANSIT
- 11 PRIORITY. AS A REMINDER, THEY'RE FUNDED, AND THEY ARE CORE
- 12 STRATEGIES IN PLANNED BAY AREA. FINALLY, ON BOTH THE AIR
- 13 DISTRICT AND MTC, CONTINUE TO WORK WITH THE COMMUNITY IN
- 14 RICHMOND TO IMPROVE AIR QUALITY. IN ADDITION TO THE PERMANENT
- 15 PATH THAT WE -- THAT BATA BUILT, AND IN CONJUNCTION WITH THE
- 16 PILOT, EFFORTS INCLUDE THE AIR DISTRICT'S COMMISSIONS
- 17 REDUCTION PLAN IMPLEMENTING RECOMMENDATIONS FROM MTC'S
- 18 COMMUNITY-BASED TRANSPORTATION PLAN, MTC INTENDS TO LAUNCH
- 19 SOME TECHNICAL ASSISTANCE AND POTENTIALLY IDENTIFY SOME
- 20 FUNDING THROUGH THE CARE PROGRAM TO HELP IMPLEMENT ALL THE
- 21 COMMUNITY BASED TRANSPORTATION PLANS, INCLUDING RICHMOND. MTC
- 22 IS ALSO MORE RECENTLY SECURED A CALTRANS PLANNING GRANT, THANK
- 23 YOU, AS WELL AS CARB CLEAN MOBILITY OPTIONS GRANT THAT, WHERE
- 24 WE CAN WORK WITH THE COMMUNITY ON OTHER VMT REDUCTION
- 25 STRATEGIES SUCH AS PEDESTRIAN INFRASTRUCTURE ELECTRIC



1	VEHICLES, ET CETERA. SO THAT CONCLUDES MY PRESENTATION. A
2	LITTLE LONG. AND I'M HAPPY TO TAKE ANY QUESTIONS
3	
4	CHAIR, FEDERAL GLOVER: THANK YOU, LISA, DO WE HAVE ANY
5	COMMISSIONER QUESTIONS BEFORE WE GO TO THE PUBLIC?
6	
7	ALFREDO PEDROZA: I JUST WANT TO THANK STAFF FOR YOUR WORK ON
8	THIS. I KNOW THERE WAS A LOT OF EXTERNAL COMMUNICATION FROM
9	MANY DIFFERENT STAKEHOLDERS. BUT I DO ACKNOWLEDGE THE
10	SITUATION WILL END, AND I THINK THE SOLUTION, THE
11	RECOMMENDATION IS THE RIGHT RECOMMENDATION. AND WE DO NEED TO
12	BALANCE THE GREENHOUSE GAS EMISSION CONCERNS, WE ALSO NEED TO
13	BALANCE THE FACT THAT THERE IS A LOT OF WORKFORCE ON THE
14	BRIDGE WHEN THEY LOOK 8 POTENTIAL LANE IT'S EASY TO GET
15	EXCITED ABOUT HOW THAT COULD PROVIDE SOME RELIEF. BUT WE ALSO
16	ACKNOWLEDGE THERE IS A PROCESS THAT WE HAVE TO GO THROUGH TO
17	MAKE SURE IT'S DONE RIGHT, LIKE WE HAVE DONE BEFORE. I WANT TO
18	THANK OUR LEADERSHIP FOR STRIKING THE RIGHT BALANCE AND MAKING
19	SURE THAT WE CONTINUE THIS FORWARD TO ASK THOSE QUESTIONS THAT
20	WE ALL HAVE QUESTIONS ON, AND TO CALTRANS FOR BEING A PARTNER
21	ON THIS, RIGHT, WHATEVER WE DO HERE WE NEED TO DO IT TOGETHER.
22	SO I DO APPRECIATE THAT PARTNERSHIP. JUST GENERAL COMMENTS.
23	

CHAIR, FEDERAL GLOVER: ABSOLUTELY. YES?

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24



- 1 VICTORIA FLEMING: THANK YOU, CHAIR GLOVER. AND THANK YOU,
- 2 CHAIR PEDROZA FOR THOSE COMMENTS. I THINK THE TONE OF BALANCE
- 3 IS REALLY IMPORTANT. I WANT TO ACKNOWLEDGE THAT, YOU KNOW,
- 4 YOUR PRESENTATION WAS REALLY BALANCED AND THOUGHTFUL.
- 5 UNFORTUNATELY, FOR ME, I JOINED THE COMMISSION AFTER THIS
- 6 PILOT BEGAN AND WHILE I HAVE TRAVELED ACROSS THE BRIDGE MANY
- 7 TIMES, THE STATUS OF HOW IT IS NOW COMES INTO MY MIND AS HOW
- 8 IT'S ALWAYS BEEN I WONDER IF YOU COULD TAKE A FEW MINUTES TO
- 9 EXPLAIN FOR MYSELF AND OTHERS, HOW MANY LANES WENT IN BOTH
- 10 DIRECTIONS AND ALSO IF THERE WAS ANY UNPROTECTED BIKE OR
- 11 PEDESTRIAN LANES BEFORE THAT, AND WHAT CLASSIFICATIONS WERE?
- 12 THANK YOU.

13

15

18

- 14 LISA KLEIN: DO YOU WANT TO RESPOND?
- 16 ANDREW FREMIER: COMMISSIONER FLEMING, I HAVE ACTUALLY BEEN
- 17 WORKING ON THIS BRIDGE SINCE 1988. [LAUGHTER]
- 19 VICTORIA FLEMING: I'M SORRY FOR YOU.
- 21 ANDREW FREMIER: IF YOU WANT TO KNOW ABOUT THE FENDERS AND HOW
- 22 THEY WERE BUILT I CAN TELL YOU THAT TOO. [LAUGHTER] IF YOU
- 23 TURN BACK THE CLOCK TO WHEN THE BRIDGE WAS OPENED IN THE LATE
- 24 1950 IT IS WAS TWO LANES IN BOTH DIRECTIONS WITH NO PROVIDE
- 25 ACCESS YOU APPROACH THE BRIDGE ON THE BOULEVARD CARLSON AND



- 1 WERE AFFECTED BY ALL THOSE LIGHTS AND YOU HAD ABOUT HALF THE
- 2 TRAFFIC THAT EXISTED TODAY. FORWARD A BIT IN THE MID-'70S
- 3 MARIN NEEDED AN OPTION DURING THE DROUGHT AND TOOK THE UPPER
- 4 DECK AND PUT A WATER PIPE ON THE BRIDGE IT NEVER GOT USED BUT
- 5 WAS PLACED ON THE BRIDGE FOR A PERIOD OF TIME. IN THE MID-'70S
- 6 THERE WERE TWO LANES AND A SHOULDER ON BOTH DECKS AND THAT WAS
- 7 THE CONFIGURATION PRIOR TO THE PILOT. WHAT WE SAW AT THE WAS
- 8 OUITE A BIT OF BACKUP ON THE MARIN SIDE IN THE EVENINGS
- 9 HEADING OUT BECAUSE OF CAPACITY LIMITATIONS OF SIR FRANCIS
- 10 DRAKE AND THE WAY IT CONFIGURES WITH 580 AS IT COMES ON TO THE
- 11 BRIDGE. THERE WERE SIGNIFICANT BACKUPS. AS LISA MENTIONED,
- 12 WITH THE PILOT THAT HAS A -- IT OPENS THE LANE FOR A PERIOD OF
- 13 THE DAY, EVERY DAY, THAT DOES RELIEVE QUITE A BIT OF THE
- 14 BACKUP ON 580 AND A LITTLE BIT ON DRAKE. HOWEVER, I WILL
- 15 REMIND FOLKS THAT BELHAM BOULEVARD ON NORTH 101 NORTHBOUND IS
- 16 STILL A SIGNIFICANT PROBLEM AS IS SIR FRANCER DRAKE IN THE
- 17 EAST DIRECTION IT HAS HELPED A BIT BUT HASN'T RELIEVED
- 18 CONGESTION. WE HAVE PILOTED A BARRIER THAT ALLOWS US TO DO
- 19 MAINTENANCE ACTIVITY AND THAT HELPS IN TERMS OF MOVING THE
- 20 BARRIER AND WITH THE UPPER THREE LANES ON THE DECK THE
- 21 CHALLENGE IS THE PLAZA AT RICHMOND IT'S CHALLENGING A COUPLE
- 22 OF HOURS EVERY DAY INCLUDING WEEKENDS BECAUSE WHAT TENDS TO
- 23 HAPPEN IS YOU FUNNEL DOWN TO TWO LANES, WESTBOUND, AT THE
- 24 BRIDGE, AND PRIOR TO THAT YOU HAVE GOT ABOUT SEVEN LANES
- 25 THROUGH THE TOLL PLAZA. YOU GO FURTHER EAST AND IT CONSTRICTS



- 1 AGAIN TO THREE OR FOUR LANES AND MULTIPLE ON-RAMPS FROM PORT
- 2 RICHMOND WHICH MAKE THE WAY TRAFFIC MOVES THROUGH THAT
- 3 CORRIDOR CHALLENGING. THE APPROACH HAS BEEN TO TRY TO WORK ON
- 4 CLEARING UP THE CHANGE IN LANE CONFIGURATION AND MAKE IT MUCH
- 5 MORE CONSISTENT. THE FACT THAT WE NOW HAVE ALL ELECTRONIC
- 6 TOLLING ALLOWS US TO DO THAT. HOWEVER REMOVING THE TOLL PLAZA
- 7 AS AND PUTTING IN THE INFRASTRUCTURE ASSOCIATED WITH ALL
- 8 ELECTRONIC TOLLING IS WORK ALL BY ITSELF. AND IT WILL -- WHEN
- 9 IT'S FINISHED, DO A LOT TO MAKE THE TRAFFIC LANES VERY
- 10 SIMILAR, SO YOU WILL ESSENTIALLY BE IN THREE LANES ALL THE WAY
- 11 THROUGH, WHICH WILL MAKE THE FLOW WORK BETTER. BUT YOU STILL
- 12 HAVE THE RESTRICTION OF THE TWO LANES. AND THAT'S WHAT WAS IN
- 13 PLACE PRIOR TO THE PILOT.

14

- 15 VICTORIA FLEMING: THAT'S REALLY HELPFUL. AND PROBABLY MORE
- 16 INFORMATION THAN I CAN PROCESS I'M GOING TO HAVE TO GO BACK
- 17 AND LISTEN TO THAT A COUPLE OF TIMES. IT'S A TRULY INTERESTING
- 18 HISTORY. THE PROTECTED BIKE LANE, BIKE AND PED LANE IS PART OF
- 19 THIS PILOT OR WAS PREEXISTING.

- 21 ANDREW FREMIER: NO. WE ACTUALLY -- ANOTHER ACTIVITY, THE 580
- 22 WAS BEFORE THE PILOT, OPEN SHOULDER, OPEN TO BIKES. AND THERE
- 23 WAS AT LEAST ONE FATALITY THAT HAPPENED WITH A BIKE RIDER
- 24 GOING TOWARDS POINT MOLATE IN THE LIVE LANE SHOULDER AND IT
- 25 WAS ALLOWED WHAT WE HAVE INDEPENDENT OF THE PILOT IS PUT THOSE



1 TRAVELERS BEHIND A RAIL, AND THEY NOW HAVE SAFE ACCESS TO AND
2 FROM POINT RICHMOND BEHIND A RAIL ON THE SHOULDER, WITHOUT
3 IMPACTING THE CAPACITY OF THE BRIDGE OR THE LANE.

4

- 5 VICTORIA FLEMING: OKAY. SO IT'S NOT AS IF A LANE WAS TAKEN OUT
- 6 OF COMMISSION IN ORDER TO PROTECT THE CREATED BIKE LANE AND
- 7 I'M GOING TO GO OUT ON A LIMB AND ASK A QUESTION WHICH I THINK
- 8 I KNOW THE ANSWER TO, HAS BIKE RIDERSHIP CHANGED SINCE THERE
- 9 HAS BEEN A PHYSICALLY PROTECTED LANE?

10

- 11 ANDREW FREMIER: I THINK THE ANSWER IS YES. BECAUSE ALL THOSE
- 12 RIDERS THAT YOU NOW SEE IN THE NUMBERS THAT DON'T IMPRESS
- 13 PEOPLE FOR THE PURPOSE OF PROTECTING THE BIKE PATH ON THE
- 14 BRIDGE WERE ALL RIDERS. PEOPLE WERE VERY OCCASIONALLY RIDING
- 15 ON A LIVE SHOULDER LANE.

16

- 17 VICTORIA FLEMING: I REMEMBER THAT. IT'S REALLY SCARY. THANK
- 18 YOU FOR THE HISTORY OF THIS. IT'S REALLY INTERESTING.

- 20 CHAIR, FEDERAL GLOVER: OKAY. I'M GOING TO GO TO PUBLIC
- 21 COMMENTS. GO AHEAD COMMISSIONER. THANK YOU VERY MUCH, CHAIR.
- 22 THANK YOU FOR THE PRESENTATION. IT'S VERY THOUGHTFUL AND
- 23 DETAILS A LOT OF THE DETAILS THAT EVERYBODY NEEDS TO HEAR IN
- 24 ORDER FOR US TO ARRIVE AT THE RIGHT DECISION HERE. WE
- 25 DEFINITELY HEAR A LOT OF CONCERNS COMING FROM RICHMOND



- 1 REGARDING CONGESTION THAT -- THE PERCEPTION OUT THERE IT'S A
- 2 RESULT OF THE BIKE PILOT. HOWEVER, AS LISA MENTIONED, WHEN WE
- 3 LOOK AT THE NUMBERS, IT DOESN'T QUITE VALIDATE THAT. WHICH
- 4 MEANS THAT WE WOULD NEED TO TAKE A LITTLE BIT OF A DEEPER DIVE
- 5 AND SEE WHERE THIS PERCEPTION IS STEMMING FROM. I'M SURE THE
- 6 PERCEPTION IS COMING FROM SOMEWHERE. THE DEPARTMENT IS
- 7 INTERESTED IN LOOKING AT A LOT OF THE PROPOSALS THAT ARE
- 8 COMING IN REGARDING A PART-TIME THIRD LANE. THERE IS
- 9 DEFINITELY A LOT OF CONVERSATIONS BETWEEN ME AND THE EXECUTIVE
- 10 DIRECTOR, FREMIER, ABOUT HOW WE CAN GO ABOUT THIS, WHAT DO WE
- 11 NEED TO DO. AND AS HE MENTIONED IN HIS OPENING REMARKS, IF WE
- 12 GET THE BLESSING OF THIS COMMISSION WE WOULD LIKE TO RESTORE
- 13 THE COST SCHEDULE AND THE NEEDS THAT ARE GOING TO GO IN PRIOR
- 14 TO GET INTO SOMETHING LIKE THAT. THERE IS A NUMBER OF
- 15 CONSIDERATIONS AND I THINK SOME OF THEM WERE HIGHLIGHTED BY
- 16 EXECUTIVE DIRECTOR FREMIER, AND ALSO LISA, IN HER
- 17 PRESENTATION. THIS IS GOING TO BE A CAPITAL INVESTMENT, FOR
- 18 SURE, AND WE HAVE GOT A LOT OF NEEDS ON OUR BRINGS THAT WE'RE
- 19 CONSTANTLY PRIORITIZING WORKING WITH BATA, BECAUSE WE DON'T
- 20 NECESSARILY HAVE ALL THE FUNDING TO DO EVERYTHING THAT WE
- 21 WOULD LIKE TO DO. HAVING SAID THAT, I DON'T THINK THERE IS
- 22 ANYTHING THAT PRECLUDES US FROM TAKING A LOOK AND REALLY
- 23 INVESTIGATING IT AND SEEING WHERE LAND. THERE IS GOING TO BE
- 24 THE INVESTMENT, ENVIRONMENTAL CONSIDERATION. AS YOU ALL KNOW,
- 25 THE STATE IS VERY KEEN ABOUT REDUCING VMT AND MEETING OUR



- 1 CLIMATE ACTION GOALS. SO, ANY TIME WITH DEMAND AND CAPACITY,
- 2 THERE IS GOING TO BE ANALYSIS AND ENVIRONMENTAL PROCESS TO
- 3 HIGHLIGHT WHAT WE NEED TO DO IN TERMS OF MITIGATION FOR THE
- 4 ADDITIONAL VMT. WHEN IT'S PART -- WHETHER A GENERAL PURPOSE
- 5 LANE, OF COURSE THAT'S A LOT MORE DEMAND THAN PART-TIME HOV
- 6 AND BUS LANE. BUT WE CAN LOOK AT THIS AND I'LL WORK CLOSELY
- 7 WITH OUR BATA STAFF JUST TO MAKE SURE THAT WE ARE EVALUATING
- 8 IT. BUT I WOULD LIKE TO ADD MY VOICE TO LISA AND TO ANDY
- 9 ABOUT, LET'S PUT TOGETHER SCHEDULED COST AND SCOPE FOR THIS
- 10 WORK, AND WE COULD COME BACK TO THIS COMMISSION AND ASK FOR A
- 11 BLESSING ON IT TO FURTHER PROCEED. AND IN THE MEANWHILE WE'RE
- 12 KEEPING ALL OPTIONS OPEN. I WANT TO HIGHLIGHT ONE MORE THING
- 13 LISA SAYS, THIS IS GOING TO BE A SEPARATE EFFORT FROM THE
- 14 CURRENT PILOT. SO WE DO NOT WANT THESE TWO TO BE MIXED UP
- 15 BECAUSE WE WOULD LIKE TO CONCLUDE THE CURRENT PILOT BY THEN,
- 16 NEXT YEAR. THANK YOU
- 17
- 18 CHAIR, FEDERAL GLOVER: THANK YOU. SO, AT THIS TIME, WE WILL
- 19 HAVE OUR PUBLIC COMMENTS. LET ME ASK A QUESTION OF THE CLERK,
- 20 WERE THERE ANY ITEMS RECEIVED UNDER PUBLIC COMMENT ASSOCIATED
- 21 WITH THIS ITEM?
- 22
- 23 CLERK OF THE BOARD: YES THERE WERE, MR. CHAIR. BEFORE WE GO TO
- 24 PUBLIC COMMENTS, THERE WAS ONE COMMISSIONER PARTICIPATING
- 25 REMOTELY -- WELL, NOT PARTICIPATING, BUT COMMISSIONER MOULTON-



- 1 PETERS HAS HER HAND RAISED AND WOULD LIKE TO MAKE COMMENT.
- 2 WOULD YOU LIKE TO TAKE THAT FIRST?

3

4 CHAIR, FEDERAL GLOVER: YES. WE'LL TAKE THAT.

- 6 STEPHANIE MOULTON-PETERS: THANK YOU. GOOD MORNING, EVERYONE.
- 7 I'M GLAD TO JOIN YOU. STEPHANIE MOULTON-PETERS FROM MARIN
- 8 COUNTY, MTC COMMISSIONER, AND ALSO 15-YEAR MEMBER OF THE
- 9 TRANSPORTATION AUTHORITY OF MARIN BOARD AND FORMER CHAIR. SO,
- 10 I WANT TO THANK LISA FOR THE PRESENTATION. I, ALSO, FOUND IT
- 11 INFORMATIVE AND BALANCED. AND VERY HELPFUL IN UNDERSTANDING
- 12 SOME OF THE CHALLENGES OF OPENING UP THE THIRD LANE. IT CANNOT
- 13 BE DONE INSTANTANEOUSLY. THAT BECAME VERY CLEAR. I HAVE BEEN
- 14 FOLLOWING THE RICHMOND SAN RAFAEL FORWARD IMPROVEMENT WITH
- 15 INTEREST OVER THE YEARS AND LOOK FORWARD TO THE
- 16 IMPLEMENTATION. I THINK THESE WILL MAKE A BIG DIFFERENCE, WILL
- 17 REDUCE VMT ALLOWING THROUGHPUT FROM THE BRIDGE WHICH IS WHAT
- 18 WE'RE LOOKING FOR. WHAT I WANT TO ASK AND UNDERSTAND A LITTLE
- 19 BETTER IS WHETHER OR NOT THE HOV LANE, FROM THE EAST BAY COULD
- 20 BE ACCELERATED. AND I KNOW LISA YOU TOUCHED ON THIS IN YOUR
- 21 COMMENTS, AND I WONDER IF YOU COULD SAY MORE ABOUT WHAT THAT
- 22 WOULD TAKE THAT SOUNDS LIKE LOW-HANGING FRUIT WHERE WE MIGHT
- 23 BE ABLE TO MAKE IMPROVEMENTS MORE QUICKLY THAN WHAT'S CAN
- 24 REMEMBER SCHEDULED. SO, THANK YOU VERY MUCH. THOSE ARE MY
- 25 COMMENTS.



1 CHAIR, FEDERAL GLOVER: OKAY. LISA, WOULD YOU LIKE TO ANSWER? 2 3 LISA KLEIN: YES. SURE. SO, YOU KNOW, WE HAVE BEEN TRYING TO 4 5 LOOK AT THAT ACCELERATION OUESTION REALLY OVER THE PAST YEAR OR SO AND CONTINUE TO LOOK AT IT. YOU KNOW, AT THIS POINT WE 6 ARE SCHEDULED TO COMPLETE ENVIRONMENTAL FOR THE HOV EXTENSION 7 8 AND THE OPEN ROAD TOLLING. I BELIEVE IN SPRING OR EARLY SUMMER OF 2024, AND THEN FROM THEN, YOU KNOW, IT WOULD BE A OUESTION 9 OF REALLY CONTRACTING FOR THE WORK. WE CAN PROBABLY DO DESIGN 10 IN ABOUT THE SAME TIMELINE. SO, WE WILL CONTINUE TO LOOK AT 11 THE POTENTIAL FOR ACCELERATION. YOU KNOW? I THINK SOME OF THE 12 IMPORTANT QUESTIONS ARE HOW WE SEQUENCE BOTH THE HOV LANE AND 13 THE OPEN ROAD TOLLING CONVERSION TO GET THE MAXIMUM BENEFIT. I 14 THINK YOU GET THE MAXIMUM BENEFIT IF YOU DO THE TWO TOGETHER. 15 16 BUT WE WILL, YOU KNOW, BE LOOKING A LITTLE MORE CLOSELY AT 17 THAT. THE GOOD NEWS IS WE DO HAVE -- CALTRANS, ACTUALLY, HAS A CONTRACTOR AVAILABLE FOR THE OPEN ROAD TOLLING WORK. SO, 18 AGAIN, IT'S REALLY A QUESTION OF UNDERSTANDING MORE CLOSELY 19 HOW WE CAN SEQUENCE THE VARIOUS BITS AND PIECES, HOW WE CAN 20 SEQUENCE IN A TOLL SYSTEM INTEGRATOR, AND, AS WELL, SO I DO 21 NOT HAVE A GREAT ANSWER FOR YOU WHAT IT WOULD TAKE, EXCEPT 22 THAT WE'RE STILL LOOKING AT IT AND WE'LL BE WORKING CLOSELY 23 WITH CALTRANS ON, YOU KNOW, SEEING HOW WE CAN MAKE SURE THAT 24 25 APPROVALS AND SO FORTH STAY ON TRACK, AND ARE EXPEDITED.



1	
2	CHAIR, FEDERAL GLOVER: OKAY.
3	
4	STEPHANIE MOULTON-PETERS: THANK YOU.
5	
6	GINA PAPAN: IS SHE DONE?
7	
8	CHAIR, FEDERAL GLOVER: MOULTON-PETERS? IS THAT?
9	CHAIR, FIDERAL GLOVER. MODITON THINKS. 10 TIME.
10	GINA PAPAN: YES, THANK YOU FOR THE REPORT. AND THE COMMUNITY
11	HAS BEEN VERY ENGAGED IN THIS PROCESS. I THINK YOUR ONE CHART
12	REALLY SHOWS WHY THE DELAY IN THE RED SECTION, TAKING SO MUCH
13	LONGER. I AGREE THE PILOT NEEDS TO BE COMPLETED HERE, AND I'M
14	REALLY GLAD TO HEAR THAT CALTRANS IS ENGAGED EARLY ON IN THE
15	ASSESSMENT MOVING FORWARD HERE. YOU MENTIONED THE BARRIER, AND
16	THE BIKE LANE, AND REENFORCEMENT AND ALL OF THAT. WAS THE
17	REENFORCEMENT DONE WHEN THAT WENT UP? OR ARE WE TALKING
18	ADDITIONAL IT WAS UNCLEAR TO ME. AND ALSO, THE NUMBER OF
19	PEDESTRIAN THAT ARE USING THIS?
20	
21	LISA KLEIN: SURE. FIRST OF ALL, THE NUMBER OF PEDESTRIAN WAS
22	ON
23	
24	GINA PAPAN: SORRY.



LISA KLEIN: YEAH. IT WAS ON THE SLIDE. 1 2 3 GINA PAPAN: WE WENT TO SLEEP. 4 5 LISA KLEIN: 50 TO 30 PER DAY. BUT THIS IS FIVE AND A HALF MILE PATHWAY. SO IT'S REALLY NOT SURPRISING THAT THE NUMBER OF 6 PEDESTRIAN IS MUCH SMALLER THAN THE NUMBER OF CYCLISTS. ON THE 7 8 QUESTION OF STRENGTHENING: SO, YOU KNOW, THERE WAS A LOOK AT -- WE ARE CONTINUALLY LOOKING AT THE BRIDGE NEEDS AND THE 9 STRUCTURE -- ACTUALLY CALTRANS. CALTRANS IS CONTINUALLY 10 LOOKING AT THE BRIDGE NEEDS AND STRUCTURAL STRENGTHENING. 11 THERE WAS AN ANALYSIS DONE BEFORE THE PILOT, AND SINCE THEN, 12 THERE HAS BEEN SOME ADDITIONAL ANALYSIS, ADDITIONAL DIRECTION, 13 IS MY UNDERSTANDING FROM FHWA ON LOAD RATING ANALYSIS. AND 14 CALTRANS IS TAKING A CLOSER LOOK AT THAT. YOU ALSO HAVE TO 15 16 REMEMBER THAT THE PILOT WAS APPROVED AS A PILOT. AND THAT IS A DIFFERENT -- THAT'S A DIFFERENT SET OF CIRCUMSTANCES, THAN A 17 MORE PERMANENT DEPLOYMENT. SO CALTRANS DID DETERMINE THAT THIS 18 IS SOMETHING THEY NEEDED TO LOOK AT AGAIN TO UNDERSTAND, YOU 19 KNOW, WHAT IT -- WHAT THE STRENGTHENING NEEDS WOULD BE GOING 20 21 FORWARD. 22 23 GINA PAPAN: OKAY. FINAL --24

25

SPEAKER: SURE.



1 SPEAKER: SO HAVING A BARRIER THERE IS ONE THING BUT HAVING A 2 3 BARRIER THAT GOES BACK AND FORTH CAUSES MORE WEAR AND TEAR ON THE BRIDGE THAT'S WHAT WE WOULD BE EVALUATING, WHAT WE DO TO 4 5 TAKE THIS ADDITIONAL WEAR AND TEAR ON A DAILY BASIS. 6 GINA PAPAN: THANK YOU. VERY INFORMATIVE THERE. I WOULD LIKE TO 7 8 SAY WE'RE TRYING TO EASE THE TENSION. BECAUSE I GET IT. SOUL CRUSHING COMMUTES EITHER WAY HERE. WHEN WE TALK ABOUT THE OPEN 9 10 ROAD TOLLING, MAY I SUGGEST THAT WE START MESSAGING THAT NOW? THAT, SORT OF, THING IS FUNDED. THE PUBLIC CAN LOOK FORWARD 11 TO, MAYBE, GAINING TIME AT A CERTAIN POINT IN TIME. BUT I 12 THINK WE NEED TO BE BETTER ON WHAT'S COMING AND HOW QUICKLY WE 13 CAN ACTUALLY MAKE SOME OF THESE POSITIVE IMPROVEMENTS 14 HAPPENING. ESPECIALLY SINCE THEY'RE STUCK IN TRAFFIC AND 15 16 PROBABLY NEED SOMETHING TO READ ANYWAY IF THEY'RE PASSING BY. SO, JUST A THOUGHT PROCESS HERE THAT WOULD BE HELPFUL TO 17 PEOPLE AND THEIR FRUSTRATION. THANK YOU. 18 19 CHAIR, FEDERAL GLOVER: THANK YOU. ANY OTHER COMMISSIONERS? AT 20 21 THIS TIME IF YOU COULD REPORT IN TERMS OF ANY OTHER ITEMS RECEIVED AND IF THERE IS ANY PUBLIC THAT IS WISHING TO ADDRESS 22 23 THE COMMISSION?



CLERK OF THE BOARD: YOU GOT IT. SO, WE DID RECEIVE 69 LETTERS 1 OF SUPPORT, EIGHT LETTERS OF OPPOSITION. THEY HAVE BEEN POSTED 2 3 TO THE ONLINE AGENDA IN A COMBINED FILE, AND WAS E-MAILED TO YOU ALL THIS MORNING. AND WITH THAT, THERE ARE A NUMBER OF 4 5 RAISED HANDS. WE WILL ALLOW ONE MINUTE TO SPEAK. 6 7 CHAIR, FEDERAL GLOVER: YES. 8 CLERK OF THE BOARD: THE FIRST SPEAKER IS RANDI KINMAN. MISS 9 10 KINMAN, IF YOU WOULD LIKE TO UNMUTE YOURSELF. YOU HAVE ONE MINUTE. 11 12 RANDI KINMAN: THANK YOU. RANDI KINMAN FROM THE POLICY ADVISORY 13 COUNCIL. WE HAVE NOT HAD THIS ITEM ON OUR AGENDA BUT I DO WANT 14 15 TO ENCOURAGE THE POLICY -- THE PILOT PROGRAM TO GO FORWARD AS 16 DETERMINED AND ENCOURAGE US TO SEND OUT THE MOST POSITIVE MESSAGING AS POSSIBLE. YES, I REALIZE THAT PEOPLE ARE LOOKING 17 AT A THIRD LANE. BUT WE NEED TO LET THEM KNOW THAT THAT'S JUST 18 PART OF A LONG-TERM PROGRAM THAT WE CAN'T JUST POP OUT A THIRD 19 LANE RIGHT NOW DUE TO THE COST. AND THAT WE'RE GOING TO INVITE 20 21 THEM TO PARTICIPATE IN ONGOING REACH AS TO WHAT WE CAN REALLY DO. BECAUSE WE HAVE A LOT OF ISSUES TO DISCUSS. NOT JUST 22 BESIDES THE COMMUTE. WE CAN'T BE TAKING AWAY A LANE FROM 23 DISABLED PEDESTRIAN. BICYCLISTS, AND WE HAVE TO KEEP IN MIND 24

THAT WE HAVE, IN CALIFORNIA, EVACUATION NEEDS, AND EMERGENCY



NEEDS FOR ALL OF OUR BRIDGES. SO, THANK YOU FOR THIS 1 2 DISCUSSION. 3 CLERK OF THE BOARD: THANK YOU. SO, BEFORE WE GO TO THE NUMBER 4 5 OF RAISED HANDS IN ZOOM, WE HAVE A COUPLE OF PEOPLE HERE IN THE BOARDROOM. THE FIRST IS DANI LANNIS FOLLOWED BY BRUCE 6 BEYERT. PLEASE APPROACH THE PODIUM AND YOU HAVE ONE MINUTE. 7 8 DANI. 9 SPEAKER: HELLO. THANK YOU VERY MUCH FOR STARTING THE PILOT AND 10 OPENING THE LANE FOR BICYCLISTS AND PEDESTRIAN. MY DAUGHTER 11 WAS ABLE TO CROSS MAY BE THE FIRST ONES TO CROSS THAT PATH ON 12 A TRAILER BIKE. I HAVE A PICTURE AND THAT'S HISTORY FOR US AS 13 A CYCLIST. I AM A MEMBER OF RICHMOND. THANK YOU SO MUCH, AND I 14 ENCOURAGE TO YOU CONTINUE THE PILOT TRAIL OPEN. WE NEED TO 15 16 FOCUS ON THE FACT THAT WE NEED TO INCREASE THROUGHPUT OF PEOPLE, NOT VEHICLES NOT JUST CARS. LOOK FOR A SOLUTION THAT 17 SOLVES THAT ISSUE. THAT'S WHAT I ENCOURAGE YOU TO DO. IT TAKES 18 100 DIFFERENT THINGS THAT WILL CHANGE 100% EACH IN ORDER TO DO 19 IT. NOT ONE OUICK SOLUTION THAT INCREASES VEHICLE TRAFFIC, 20 GETS THEM THROUGH, RIGHT NOW, AND THEN INCREASES TRAFFIC 21 22 ANIMATIONS AGAIN IN A FEW YEARS. INCREASING IS NOT GOOD.

CLERK OF THE BOARD: THANK YOU. NEXT UP IS BRUCE BEYERT

25 FOLLOWED BY TIM O'BRIEN.

23



1

NOVEMBER 8, 2023

SPEAKER: CHAIR GLOVER MEMBERS OF THE COMMITTEE MY NAME IS 2 3 BRUISE, BOARD OF DIRECTORS TRAIL TRACK RICHMOND COMMITTEE WE WOULD LIKE TO THEY THINK BATA, MTC, AND CALTRANS FOR CLOSING 4 5 THIS CRITICAL GAP IN THE SAN FRANCISCO BAY TRAIL LINKING BOTH THE EAST BAY AND NORTH BAY. OVER 348,000 TRIPS HAVE BEEN TAKEN 6 ACROSS THAT BRIDGE BY CYCLISTS AND PEDESTRIANS SINCE IT OPENED 7 8 FOUR YEARS AGO. ABOUT AS MANY CYCLISTS HAVE TRAVERSED EAST BAY BRIDGE SPAN [INDISCERNIBLE] PEDESTRIAN. WE SUPPORT, STAFF 9 STAFF'S RECOMMENDATION. IT'S WELL THOUGHT OUT. IT SETS FACTS 10 AND ARE STATED BY BAY AREA COUNCIL IN THE ADVOCACY PROGRAM. I 11 SUGGEST YOU GET THE WORD OUT TO THE PUBLIC ABOUT THE GOOD WORK 12 THAT BATA CALTRANS ARE DOING HERE AND MTC TO ADDRESS THIS 13 CONGESTION PROBLEM. SO THE PUBLIC DOESN'T GET THE WORD ONLY 14 FROM THE BAY AREA COUNCIL. THANK YOU VERY MUCH. 15 16 17 CHAIR, FEDERAL GLOVER: THANK YOU. 18 CLERK OF THE BOARD: THANK YOU. NEXT UP IS TIM O'BRIEN. 19 20 SPEAKER: HI. THANK YOU FOR THE PRESENTATION. IT WAS FANTASTIC. 21 THANKS FOR CONSIDERING KEEPING THE BIKE LANE OPEN. I HAVE 22 FAMILY IN MARIN, AND I HAVE SPENT A LOT OF TIME THERE, AND I 23 WOULD HAVE NEVER TAKEN THE BIKE SHOULDER BEFOREHAND. SO, 24 25 HAVING PROTECTION, HAVING NO FATALITIES ON THE BRIDGE, THAT'S



- 1 A LAUDABLE GOAL THANKS FOR CREATING THE PROJECT. I HOPE WE
 2 KEEP IT OPEN. I HAVE TAKE TEN COUNTLESS TIMES AND CONTINUE TO
 3 AS LONG AS WE HAVE THE OPTION IF YOU CONSIDER REMOVING IT OR
 4 MAKING IT TEMPORARY I HOPE THERE IS EQUIVALENT ACCESS MAYBE
- 5 ANOTHER BRIDGE I GUESS THAT SOUND EASY. SO, KEEP THAT IN MIND.
- 6 I HOPE. AND I LIKE ALL THE THINGS PROPOSED. THAT'S IT, MOSTLY.
- 7 THANK YOU

8

- 9 CLERK OF THE BOARD: THANK YOU. I DON'T HAVE ANY MORE BLUE
- 10 SPEAKERS CARDS. SO WE'LL TURN TO OUR ZOOM ATTENDEES WITH THEIR
- 11 HAND RAISED. FIRST UP IS JOHN, JOHN GRUB FOLLOWED BY DAVE
- 12 TROOP. PLEASE UNMUTE YOURSELF. YOU HAVE ONE MONDAY. LOOKS LIKE
- 13 HE DROPPED OFF.

- 15 SPEAKER: I'M HERE. JOHN GRUB, CHIEF OPERATOR, THANKS FOR THE
- 16 WORK WE HAVE BEEN CALLING AS NOTED FOR THE SITUATION TO BE
- 17 IMPROVED PEOPLE THAT ARE STUCK IN THE BACK UP MATTER. AND FOR
- 18 THEM, THE PERCEPTION IS THAT IT'S GETTING WORSE. AS WAS
- 19 MENTIONED BY THE COMMISSIONERS IT WAS TWO LANES BEFORE THE
- 20 PILOT STARTED SO TO STAY IT HASN'T IMPROVED -- HASN'T GOTTEN
- 21 WORSE BECAUSE OF THE BIKE LANE IT'S STILL TWO LANES WE'RE
- 22 CALLING FOR A COMPROMISE THAT WOULD PRESERVE THE PROTECTED
- 23 BIKE LANE AND SHIFT BETWEEN UPPER DECK AND LOWER DECK TO HELP
- 24 THESE DRIVERS OUT. IT DID WORK WHEN IT WAS DONE ON THE MARIN
- 25 SIDE THERE WERE EXPENDITURES REQUIRED ON THE MARIN SIDE TO



1	MAKE IT POSSIBLE JUST AS IF WE DID IT ON THE MARIN SIDE WE
2	AGREE WITH STAFF'S RECOMMENDATION NOT TO STUDY THIS FURTHER
3	AND HOPE THE COMMISSION WILL STUDY A DIFFERENT OPTION. THANK
4	YOU.
5	
6	CLERK OF THE BOARD: THANK YOU. NEXT UP IS SEAN CAMDEN FOLLOWED
7	BY LYNNE HUSBAND.
8	
9	SPEAKER: HI EVERYBODY. SEAN, LIFE-LONG RESIDENT OF MARIN
10	COUNTY. I AM THE WEB MASTER FOR THE BERKELEY STUDENT
11	COOPERATIVE PRIOR I WAS THE WEBMASTER FOR PETE'S COFFEE. I
12	RIDE MY BIKE ACROSS THE BRIDGE AS FREQUENTLY AS I CAN. AND IT
13	IS SOMETHING I DREAMED OF DOING AS A TEENAGER. THANK YOU BATA
14	AND EVERYBODY FOR MAKING IT POSSIBLE. THE OTHER THING I WANT
15	TO SAY, WE HAVE BEEN ADDING LANES ALL OVER OUR NATION FOR
16	ABOUT 100 YEARS TO DEAL WITH CAR CONGESTION AND IT DOESN'T
17	WORK. IF IT DID, LOS ANGELES WOULD BE A TRANSPORTATION
18	PARADISE. AND WHO WANTS TO MAKE MARIN COUNTY MORE LIKE LOS
19	ANGELES, RIGHT? WE NEED MORE BIKE PATHS. KEEP UP THE GREAT
20	WORK. THANK YOU VERY MUCH. THAT'S MY COMMENT. SEAN CAMDEN.
21	
22	CLERK OF THE BOARD: THANK YOU. LYNNE HUSBAND FOLLOWED BY
23	PATRICK.

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1	SPEAKER: HELLO MY NAME IS LYNNE HUSBAND BANDS, I HAVE BEEN IN
2	THE BAY AREA FOR OVER 60 YEARS. AND I AM A REGULAR COMMUTER TO
3	MARIN COUNTY FOR 20 YEARS. THE BIKE LANE IS A HAZARD AND
4	HARDSHIP WITHIN THE CON FIREMAN OF THE FOUR MILE SPAN OF THE
5	RICHMOND SAN RAFAEL BRIDGE WHEN INSTALLED CARS ACCIDENTS OR
6	MEDICAL EMERGENCIES OCCUR LANES COME TO A HALT ALL TRAFFIC IS
7	FORCED TO USE ONE LANE TO PASS THE DISABLED VEHICLE TO
8	CONTINUE THEIR JOURNEY BACK UP CREATES FURTHER BACK UP INTO
9	THE TOLL BOOTH AREA AND ALL APPROACHING ROADS, FURTHER BACK
10	UP, INTO 580 GOING TOWARDS ALBANY IT BRINGS ALL THE ROUTES AND
11	STREETS TO A PLEAT HALT. IT CREATES GRIDLOCK. I HAVE BEEN
12	STUCK IN THIS ON MANY OCCASIONS AND I HAVE CALLED RICHMOND
13	POLICE BECAUSE I REALIZED THERE WAS A MEDICAL EMERGENCY NO
14	VEHICLE WAS GOING TO BE ABLE TO GET TO ITS DESTINATION AS
15	ANGER DRIVERS AND FRUSTRATED COMMUTERS WOULD NOT GIVE UP ONE
16	FOOT OF SPACE TO LET ANYONE GO BY EVEN ON EASTBOUND DIRECTION
17	OF 580 THE BIKE LANE IS
18	
19	CLERK OF THE BOARD: THAT IS YOUR TIME. NEXT UP IS PATRICK
20	CULLINANE FOLLOWED BY BRIAN.
21	
22	SPEAKER: THANK YOU FOR THE OPPORTUNITY TO MAKE A COMMENT. I DO

NOT UNDERSTAND WHY IT'S ASSUMED THAT BICYCLISTS WHO ARE VERY,

VERY FEW, COMPARED TO THE VEHICLES, GET PRIORITY AND THE NEED

TO COMMUTE FROM THE EAST BAY TO MARIN. I DRIVE EVERY WEEK

23

24



- 1 ACROSS THE BRIDGE. I ALSO CHECK TO SEE IF THERE'S A PROBLEM
- 2 WITH THE BRIDGE TO ADJUST TRAVEL PLANS. THE BIKE LANE ON THE
- 3 UPPER DECK IS A STEP BACKWARDS NOT A STEP FORWARDS IT'S A
- 4 THREAT TO INCREASING POLLUTION AND ALSO A RISK OF BLOCKAGE
- 5 WITH ONE ACCIDENT AND MAINTENANCE OF A SERIOUS SAFETY RISK
- 6 MAKING IT IMPOSSIBLE FOR EMERGENCY VEHICLES AND QUICK ACCESS
- 7 TO HEALTH CARE. I AM IN SUPPORT OF REMOVING THE BIKE LANE.
- 8 THANK YOU.

9

- 10 SPEAKER: THANK YOU CALLER. NEXT UP WE HAVE BRIAN COYNE
- 11 FOLLOWED BY DAVE TROUPE.

- 13 SPEAKER: HELLO BRIAN, HERE TO URGE TO YOU FOLLOW THE STAFF
- 14 RECOMMENDATION AND TAKE 24/7 BIKE PED PATH TO THE BRIDGE IS A
- 15 NECESSARY STARTING POINT FOR ANY PROJECT GOING FORWARD. I WANT
- 16 TO THANK STAFF FOR THEIR EXCELLENT AND THOROUGH REPORT. I'LL
- 17 HIGHLIGHT SEVERAL POINTS THAT WERE MADE FIRST THE BIKE PATH IS
- 18 NOT A SOURCE OF CONGESTION FOR RICHMOND RESIDENTS OR OTHER
- 19 BRIDGE USERS. SECOND THE BIKE PATH IS NOT A SOURCE OF AIR
- 20 QUALITY ISSUES IN RICHMOND OR ELSEWHERE. SO, I THINK THAT WE
- 21 CAN SAFELY IGNORE ANY COMMENTS TO THOSE EFFECTS. SECOND, I'LL
- 22 MENTION THE TRUTH IS THAT A PROJECT THAT WOULD LIMIT OR KILL
- 23 BIKE PED ACCESS ON THE BRIDGE WOULD NOT BE APPROVALABLE AROUND
- 24 CURRENT LAW IT WOULD INCREASE VMT AND THEREFORE CEQA WOULD NOT



ALLOW IT. THANK YOU VERY MUCH FOR YOUR TIME. AND I APPRECIATE 1 2 YOUR WORK ON THIS. 3 SPEAKER: THANK YOU CALLER. NEXT UP WE HAVE ZACK LIPTON. OR --4 5 YES. APOLOGIES. NEXT UP WE HAVE ZACK LIPTON. 6 SPEAKER: GOOD MORNING. I BIKE OVER THE BRIDGE PATH. AND ASK 7 8 YOU TO SUPPORT STAFF'S RECOMMENDATION NOT TO INITIATE A PROJECT AT THIS TIME. IT'S IMPORTANT TO HAVE A CAR-FREE ROUTE 9 BETWEEN MARIN AND THE EAST BAY AND FUNDAMENTALLY ADDING A 10 WESTBOUND LANE, WE'RE TALKING ABOUT A HIGHWAY WIDENING. THAT'S 11 WHAT IT WOULD BE. IT WOULD BE SPENDING HUNDREDS OF MILLIONS OF 12 DOLLARS IN YEARS OF WORK TO WIDEN THE HIGHWAY. AS YOU JUST 13 HEARD IN THE PRESENTATION THE DATA IS CLEAR IT WOULD BE 14 15 HIGHWAY WIDENING INCREASING VMT MAKING AIR QUALITY PROBLEMS 16 WORSE NOT REDUCING CONGESTION ALL WHILE THE PLAN IS BURNING. MILLIONS OF DOLLARS GOING TO PROVIDE HIGH OUALITY TRANSIT 17 18 SERVICE IN THE BAY AREA ABOUT THE INCREDIBLY MISLEADING CAMP AARON WE NEED TO COME TOGETHER IN THIS LARGE COALITION FOR A 19 REGIONAL TRANSIT MEASURE WITH THE FISCAL CLIFF LOOMING AND IF 20 COUNCIL IS GOING TO KEEP UP THIS DECEPTIVE RHETORIC I DON'T 21 22 THINK TRANSIT ADVOCATES AND FOOT SOLDIERS IN THAT CAMPAIGN ARE

GOING TO WANT TO BE PART OF THAT COALITION. THANK YOU.

24



SPEAKER: THANK YOU CALLER. NEXT UP WE HAVE DAVE TROUPE 1 2 FOLLOWED BY E LARSON. 3 SPEAKER: THANKS VERY MUCH FOR THE DETAILED REPORT THAT WAS 4 5 PRESENTED. I APPRECIATE VERY MUCH THE CONCERNS AND FRUSTRATIONS OF MANY CITIZENS ABOUT THE NEGATIVE EFFECTS OF 6 TRAFFIC CONGESTION AND AIR POLLUTION. BUT IT'S VERY CLEAR FROM 7 8 THE DATA PRESENTED THAT THE PROTECTED BIKE PEDESTRIAN LANE DOES NOT ACTUALLY MAKE THESE ISSUES WORSE. LARGELY DUE TO THE 9 BOTTLENECK IN THE STREETS OF MARIN. I URGE THE GOVERNMENTAL 10 BODIES TO CONTINUE TO BASE THEIR DECISIONS ON ACTUAL DATA AND 11 NOT ON -- AND NOT ON EMOTIONAL PERCEPTIONS. THE PROTECTED BIKE 12 PEDESTRIAN LANE HAS BEEN A WELL USED AND POSITIVE FEATURE OVER 13 THE PAST FOUR YEARS, AND I WOULD LIKE TO SEE IT CONTINUE. 14 15 THANK YOU. 16 CLERK OF THE BOARD: THANK YOU, CALLER. NOW WE HAVE DAVE RHODES 17 FOLLOWED BY PATRICIA TOSTEN. 18 19 SPEAKER: GOOD MORNING. I'M DAVE RHODES, CO-CHAIR OF WALK/BIKE 20 21 SAN RAFAEL. ORGANIZATION IN SUPPORT OF MAINTAINING 24/7 CAR-FREE ACCESS BETWEEN EAST BAY AND MARIN. MYSELF AND OUR MEMBERS 22

HAVE USED THE PATH TO COMMUTE RECREATE AND SUPPORT BUSINESSES

ON BOTH SIDES OF THE BRIDGE. WE'RE EXCITED FOR IMPROVED

CONNECTIONS TO THE BRIDGE WHICH WILL HELP INCREASE USAGE.

23

24



- 1 THANK YOU FOR THE APPROVAL TODAY. REGARDING THE PILOT, ANOTHER
- 2 TRAFFIC LANE WOULD INCREASE NOT DECREASE POLLUTION AND
- 3 CONGESTION IMPROVEMENTS WILL LIKELY BE SHORT-LIVED. IT'S NOT
- 4 IN ALIGNMENT WITH OUR GREENHOUSE GAS EMISSIONS. MOST
- 5 SIGNIFICANT THE MONEY IT WOULD COST TO ADD A LANE TO THE
- 6 CORRIDOR IS SIGNIFICANT AND IMPORTANTLY IT'S UNFUNDED. MORE
- 7 IMPACTFUL USE OF FUNDS WOULD BE TO IMPROVE TRANSIT ON THE
- 8 CORRIDOR. WE SUPPORT THE RECOMMENDATION TO NOT MOVE THE
- 9 PROJECT AT THIS TIME AND WE THANK STAFF FOR YOUR
- 10 CONSIDERATION.

11

- 12 CLERK OF THE BOARD: NEXT UP WE HAVE PATRICIA TOSTENSON
- 13 FOLLOWED BY AMY OF TRANSFORM. PATRICIA IT IS YOUR OPPORTUNITY
- 14 TO COMMENT. OKAY. WE'LL MOVE TO THE NEXT COMMENTER WHICH IS
- 15 AMY OF TRANSFORM.

16

- 17 SPEAKER: [INDISCERNIBLE] BUT ALSO, LIKE -- [OFF MICROPHONE
- 18 COMMENTS]

19

- 20 CLERK OF THE BOARD: NOW WE HAVE AMY OF TRANSFORM THAT WOULD
- 21 LIKE TO PROVIDE PUBLIC COMMENT.

22

23 **SPEAKER:** CAN YOU HEAR ME?

24

25 **CLERK OF THE BOARD: YES.**



1 SPEAKER: AMY THOMPSON OF TRANSFORM I WANT TO THANK STAFF FOR 2 3 AN EXCELLENT PRESENTATION ON PUBLIC HEALTH, VMT IT'S CLEAR ADDING A THIRD LANE IS NOT GOING TO REDUCE POLLUTION OR 4 5 IMPROVE PUBLIC HEALTH IT WILL INCREASE VEHICLE MILES TRAVELED. THERE IS AN AMOUNT OF RESEARCH THAT SHOWS YOU IF YOU BUILD A 6 THIRD LANE MORE PEOPLE WILL DRIVE. WE ADOPTED A PLAN WITH 7 8 GOALS AND VALUES TO PRIORITIZE SUSTAINABLE TRANSPORTATION MODES OVER CARS ADDING A THIRD LANE PRIORITIZES CARS OVER 9 BIKES IT GOES AGAINST THE VALUES ADOPTED BY THE REGION AND 10 THIS COMMISSION I APPRECIATE COMMENT FROM COMMISSIONERS ON 11 IMPORTANCE OF REDUCING VMT, TRANSFORM OPPOSES THE THIRD LANE 12 ON RICHMOND SAN RAFAEL BRIDGE ANY IMPROVEMENTS SHOULD IMPROVE 13 BIKE AND PED PROGRESS. THANK YOU FOR YOUR PRESENTATION. 14 15 16 CLERK OF THE BOARD: THANK YOU CALLER. NEXT COMMENTER IS TABLED DAVID'S iPhone TWO. 17 18 SPEAKER: YES THIS IS DAVID. I THINK WHAT EVERYBODY IS FAILING 19 TO REALIZE IS I LIVE IN RICHMOND, WORKED IN LARKSPUR FOR 12 20 YEARS. WHEN FIRST STARTED WORKING IN 2015 IT TOOK ME 12 21 MINUTES TO GET TO WORK. NOW BEFORE THE PANDEMIC, IT TOOK ME 22 45. IT'S NOT THE POINT THAT THE BIKE LANE DIDN'T HELP, IT'S 23 THE FACT THAT EASTBOUND GOT RELIEF WHEN I COME HOME, BUT STILL 24 HAVE THE TRAFFIC OF WESTBOUND. WHEN I DRIVE THERE, THE BIKERS 25



- 1 ARE NOT THERE DURING PEAK TIME. SO, THEREFORE IF YOU JUST
- 2 REMOVE IT DURING PEAK TIME AND HAVE THE BIKE LANE STILL THERE
- 3 IT WON'T BE AN ISSUE AT ALL. THANK YOU.

4

5 SPEAKER: THANK YOU CALLER. NEXT UP WE HAVE LISA JOHNSON. LISA.

6

- 7 SPEAKER: THANK YOU. I WANT TO MAKE -- I SPOKE A FEW YEARS AGO
- 8 WHEN YOU PRESENTED THIS DATA AND I RAISED THE POINT THEN AND I
- 9 WANT TO RAISE IT AGAIN NOW ESPECIALLY WHEN YOU ARE SHOWING THE
- 10 DATA ON SLIDE SIX WITH RESPECT TO DURATION RESPONSE TIMES.
- 11 IT'S UNCLEAR TO ME WHY YOU CONTINUE TO REFUSE TO NORMALIZE
- 12 THIS DATA BASED ON THE NUMBER OF VEHICLES IT'S MISLEADING WHEN
- 13 YOU NORMALIZE THE DATA PROPERLY. STARTING IN COVID WITH 2021,
- 14 2020 WITHOUT DOING THAT YOU ARE PRESENTING DATA THAT IS TRYING
- 15 TO AUGMENT ARGUMENTS YOU'RE MAKING TO SUPPORT YOUR ARGUMENT.
- 16 IT'S NOT RIGHT. COMMUNITY IS WANTING TO GIVE RELIEF. THERE IS
- 17 NO BREAK DOWN LANE. THAT'S WHAT THEY'RE ASKING FOR EMERGENCY
- 18 RESPONSE TIMES TO CLEAN UP THE STREETS AT POINT RICHMOND.
- 19 THANK YOU.

20

- 21 CLERK OF THE BOARD: NEXT CALLER IS UCHEMA. FOLLOWED BY
- 22 RICHMOND BRANCH.

23

24 SPEAKER: THANK YOU. CAN YOU HEAR ME.



CLERK OF THE BOARD: YES. 1 2 3 SPEAKER: THANK YOU FOR THE THOUGHTFUL PRESENTATION ON THE PILOT PROJECT APPRECIATE ALL THE HARD WORK OF COUNCIL AND ALL 4 5 CIVIL SERVANTS I SUPPORT THE PILOT TO COMPLETE AND I AGREE WITH WHAT YOU'RE SAYING ABOUT THE OPTIONS DESCRIBING BENEFIT 6 THAT IS HAPPENING FOR THE WESTBOUND TRAFFIC. BUT I'M HAPPY TO 7 8 SEE YOU HAVE SPOKEN THE TRUTH ABOUT HOW BIKE AND PEDESTRIAN LANES ARE OF NET BENEFIT TO ACCESS BOTH SIDE OF THE BAY FOR 9 THE NON-DRIVING PUBLIC. BUT I DO UNDERSTAND HOW THE PUBLIC --10 YET PUBLIC MIGHT SEE IT WITHIN WAY AND NOT IN ANOTHER WAY. I 11 APPRECIATE ALL YOU'RE DOING I WANT TO THANK YOU FOR ALL YOUR 12 HARD WORK AND DOING THE HARD WORK. 13 14 CLERK OF THE BOARD: THANK YOU CALLER. NEXT COMMENTER IS 15 16 RICHMOND BRANCH TEN FEAT FOLLOWED BY ROBERT PRINCE. 17 SPEAKER: YES. THANK YOU FOR THIS OPPORTUNITY TO SHARE A 18 THOUGHT OUICKLY. I AM WILL ROBINSON WITH RICHMOND. TWO THINGS, 19 LYE LOSING THE BRIDGE FOR LIVELIHOOD TO GET TO WEST BAY AND 20 21 THOSE THAT ARE PART OF THE COMMUNITY GATHERING UP A PERFECT STORM OF AIR POLLUTION THAT CONTINUES TO GROW AND THIS ISSUE 22 OF VEHICLE BACKUP GETTING ON TO THE BRIDGE HITTING WESTBOUND 23 CONTINUES TO ADD TO THAT PROBLEM. I WAS PART OF THE AB 617 24

MITIGATION MEASURE, MONITORING PLAN. I'M NOT PART OF THE



- 1 MITIGATION ISSUE BUT I THINK THOSE VOICES THAT WE DON'T HEAR
- 2 IN THESE SETTINGS BECAUSE OF THE TIME MOST CERTAINLY IMPACTS
- 3 OTHER VOICES THAT SHOULD BE A PART OF THOSE STUDY, AND I DO
- 4 CHALLENGE DATA INTEGRITY BECAUSE YOU CAN USE DATA TO SAY
- 5 WHATEVER YOU WANT TO SAY TO PROVE ANY POINT. THANK YOU.

6

- 7 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE ROBERT
- 8 PRINCE FOLLOWED BY MARK MARTINEZ. PARDON ME. MIKE MARTINEZ.

9

- 10 SPEAKER: ROBERT, BIKE EAST BAY REPRESENTING CONTRA COSTA AND
- 11 ALAMEDA COUNTY FOR OVER 50 YEARS THANK YOU TO THE
- 12 COMMISSIONERS FOR RECEIVING PUBLIC COMMENTS AND STAFF FOR
- 13 PUTTING TOGETHER THE PRESENTATION. THIS HAS BEEN COUNTERED BY
- 14 A LOT OF MISINFORMATION BEING SPREAD WITH THE BAY AREA COUNCIL
- 15 HAVING SPENT FUNDS TO RICHMOND RESIDENTS WITH FALSE CLAIMS
- 16 ABOUT WHAT'S CAUSING BRIDGE CONGESTION. THIS GROUP HAS REFUSED
- 17 TO RETRACT THIS MISINFORMATION EVEN AFTER A STUDY REFUTED
- 18 CLAIMS THIS DOES A GREAT DISSERVICE TO PEOPLE AND
- 19 ENVIRONMENTAL HARMS. SORRY THIS IS MAKING YOUR JOB HARDER BUT
- 20 I APPRECIATE STAFF ACTING RATIONALLY MAKING DECISIONS ON BEST
- 21 AVAILABLE INFO. I LOOK FORWARD TO THE DISCUSSION IN 2024 AFTER
- 22 PUBLICATION OF THE PILOT REPORT AND I INVITE EVERYONE HERE TO
- 23 JOIN US IN THE RICHMOND PATH THIS SATURDAY STARTING AT 11:11
- 24 A.M. AT THE PARKS.



CLERK OF THE BOARD: NEXT CALLER IS MIKE MARTINEZ FOLLOWED BY 1 2 MALA. 3 SPEAKER: MIKE MARTINEZ, AND I AM A RICHMOND RESIDENT FOR THE 4 5 PAST TEN YEARS ALSO A LIFETIME CYCLISTS FOR RECREATION AND COMMUTING. AND I AM CALLING TO SPEAK OUT VIGOROUSLY AGAINST 6 THIS BIKE PATH. I DON'T SEE WHY YOU NEED TO CONTINUE THE PILOT 7 8 FOR ANY LONGER. IT'S CLEAR THAT THIS IS A FAILURE FOR THE PEOPLE LIVING IN RICHMOND. I MISSED THE BEGINNING OF THAT 9 PRESENTATION, BUT I CAN TELL YOU THAT HAVING COMMUTED ACROSS 10 THAT BRIDGE BEFORE THE BIKE LANE AND AFTER, I'M WAITING IN A 11 LOT MORE TRAFFIC THESE DAYS ESPECIALLY WHEN THERE IS A BREAK 12 DOWN OR ACCIDENT AND WE DROP DOWN TO ONE OR ZERO LANES IT'S 13 CRAZY. TO HAVE ALL OF US DELAYED AND SITTING AND BURNING 14 15 FOSSIL FUELS SO A FEW RICH PEOPLE CAN RIDE THEIR BIKES ACROSS 16 THE BRIDGE WHEN THEY FEEL LIKE IT, IT JUST PUTS MY JUNK INTO THE AIR IN RICHMOND AND MAKES ME USE MY INHALER MORE OFTEN. IT 17 18 SUCKS: 19 CLERK OF THE BOARD: NEXT UP WE HAVE MALA, FOLLOWED BY 20 21 CHARMINA. 22 SPEAKER: HI MY NAME IS MALA, I WANT TO SAY I'M OPPOSED TO 23 HAVING THE LANE OPEN TO CYCLISTS AND PEOPLE WALK. I USED TO 24 25 TAKE THE BRIDGE QUITE A BIT. IT RAN SMOOTHLY. I WANT TO SAY I



- 1 AGREE WITH LISA JOHNSON ABOUT YOUR DATA. DATA CAN BE ADJUSTED
- 2 ONE WAY OR THE OTHER. I DON'T HEAR ANYONE ON THE COMMISSION
- 3 TALKING ABOUT THE -- ANY POSITIVE EFFECTS ABOUT CLOSING IT.
- 4 NOT AGAINST THOSE CYCLISTS. BUT THE BRIDGE WAS BUILT FOR
- 5 TRAFFIC, FOR CARS AND VEHICLES. IT WAS NOT BUILT TO BRING ON
- 6 BICYCLISTS AND PEOPLE THAT WANT TO WALK OVER. I SAY BUILD A
- 7 SEPARATE STRUCTURE, IT COULD BE SMALLER, LESS EXPENSIVE, LET
- 8 PEOPLE RIDE ACROSS IT TO THEIR HEART'S CONTENT BUT OPEN UP
- 9 THAT THIRD LANE TO MAYBE PEAK TIME TRAFFIC AND LET IT FLOW
- 10 AGAIN LIKE IT USED TO. THANK YOU.

12 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE CHARMINA

13 FOLLOWED BY SCOTT.

11

14

15 SPEAKER: HI. SO, I'M A COMMUTER. AND I HAVE LIVED IN RICHMOND

- 16 FOR TEN YEARS AND HAVE BEEN WORKING IN SAN RAFAEL, AND I HAVE
- 17 NOTICED A HUGE DIFFERENCE. THIS MORNING, ACTUALLY, I WAS ABLE
- 18 TO LISTEN TO THIS WHOLE BROADCAST, IN TRAFFIC. THERE WAS NO
- 19 ACCIDENT. BUT I COULD SEE -- THERE WAS NO RHYME OR REASON FOR
- 20 IT, BUT FOR 45 MINUTES WHEN IT USUALLY TAKES ME ONLY 20. SO, I
- 21 SUGGEST WE ROPE THAT LANE SO THAT WHEN THERE IS AN ACCIDENT OR
- 22 SOMEONE NEEDS TO, FOR AN EMERGENCY PULL OVER WE HAVE THAT
- 23 THIRD LANE ONCE AGAIN LIKE WE DID BEFORE. AND ALSO EVEN
- 24 SEASONAL, HOW MANY OF THESE 150 CYCLISTS ARE GOING TO BE
- 25 RIDING THEIR BIKE IN THE WINTER WHEN THAT'S WHEN THE ACCIDENTS



- 1 HAPPEN MORE OFTEN. I SUGGEST YOU GUYS REMOVE THOSE BARRIERS,
- 2 OPEN THE LANE FOR THIS WINTER AND USE THAT AS A PILOT TO SEE
- 3 HOW MUCH BEFORE THE EVERYTHING GETS. IT'S JUST RIDICULOUS.
- 4 THERE IS SO MANY PEOPLE ON THE ROAD TRYING TO GO TO WORK. BUT
- 5 YOU GUYS ARE FOCUSED ON AN AVERAGE OF 150 CYCLISTS.

6

- 7 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE SCOTT
- 8 FOLLOWED BY JUDITH.

9

- 10 SPEAKER: HI MY NAME IS SCOTT AND I HAVE LIVED IN RICHMOND FOR
- 11 24 YEARS. I LEARNED THAT THE BRIDGE TODAY IN THIS PRESENTATION
- 12 THAT THE BRIDGE WAS BUILT FOR THREE LANES OF CARS IN EACH
- 13 DIRECTION. SO, I REALLY THINK THAT AT LEAST DURING THE COMMUTE
- 14 HOURS, THE WESTBOUND DIRECTION SHOULD BE THREE LANES AGAIN.
- 15 AND, YOU KNOW, IF IT WORKED FOR THE EASTBOUND DIRECTION, I
- 16 THINK THAT IT MAY NOT BE PERFECT, BUT IT WOULD IMPROVE THINGS
- 17 IN THE WESTBOUND DIRECTION. I UNDERSTAND THAT THERE'S
- 18 SOMETHING OF A BOTTLENECK ON THE OTHER SIDE, MARIN SIDE OF THE
- 19 BRIDGE, BUT THERE IS THE SAN QUENTIN EXIT, WHERE SOME CARS
- 20 EXIT, THEN THERE IS THE EXIT TO TAKE THE SOUTHBOUND, WHERE THE
- 21 ROUTE TO THE SOUTHBOUND 101 THAT TAKES A LOT OF CARS OFF OF
- 22 THAT. AND ALSO THE CARS ARE MOVING SO IT'S EASIER FOR THEM TO
- 23 MERGE INTO TWO LANES. SO, THANK YOU VERY MUCH.



CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE JUDITH 1 2 WEDDER FOLLOWED BY CSS RICHMOND. 3 SPEAKER: HELLO. JUDITH WEDDER WITH [INDISCERNIBLE] 4 5 DEVELOPMENT. WE WISH TO REITERATE THAT 115 BIKERS SHARE THE BRIDGE DAILY WITH 80,000 DRIVERS ACROSS THIS BRIDGE, MOST 6 NURSES, TEACHERS, FIRST RESPONDERS, CARPENTERS, HOUSEKEEPERS, 7 8 JANITORS AND OTHER BLUE-COLLAR WORKERS. THE GRIDLOCK ADDS UNACCEPTABLE TIME AWAY FROM THEIR FAMILIES AS WELL. ACCORDING 9 10 TO A U.S. CENSUS BUREAU, IN THE BAY AREA, WHITE RIDERS REPRESENT 61% OF THE BIKE COMMUTERS, FOLLOWED BY HISPANIC 17%, 11 ASIANS AT 15%, AND AFRICAN AMERICANS AT 2.4%. BIKE RIDERS ARE 12 WELL OFF MAKING WITH ONE IN FOUR MAKING 254,000 OR MORE A 13 YEAR. WE SEEK SOLUTIONS FOR EVERYONE RATHER THAN A PRIVILEGED 14 15 FEW. THANK YOU FOR YOUR TIME. 16 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE CSS 17 RICHMOND FOLLOWED BY KEN McCROSKEY. 18 19 SPEAKER: HELLO MY NAME IS BLAKE. I'M A SOCIAL WORKER IN 20 21 RICHMOND, HAVE BEEN FOR 15 YEARS. I WANT TO THANK LISA FOR THE PRESENTATION AND ANDY FOR HIS COMMENTS. I WANT TO SAY I AM 22

JUST SO IMPRESSED WITH THE BAY AREA'S PROGRESS OF BIKE

INFRASTRUCTURE OVER THE LAST DECADE. I WANT TO THANK EVERYONE

only and is not an official record of any action taken.

THERE WHO HAS COMMITTED TO IMPROVING CYCLING AND PEDESTRIAN

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24



- 1 INFRASTRUCTURE. IT'S BEEN INCREDIBLE TO SEE. WE KNOW PROTECTED
- 2 BIKE LANES INCREASE CYCLING AND THE E-BIKE REVOLUTION CAN HELP
- 3 REDUCE THE FIVE MILE GAP ON THE BRIDGE. I THINK WE NEED TO
- 4 IMPROVE THE MARIN SIDE OF THE BIKE PEDESTRIAN STUFF ON THE
- 5 OTHER SIDE TO HELP PEOPLE FEEL MORE COMFORTABLE. AND THE DATA
- 6 IS IN, STUDIES ARE IN, NO INCREASE IN TRAFFIC NO INCREASE IN
- 7 POLLUTION. WE CAN SAY THOSE THINGS ALL WE WANT BUT WE HAVE THE
- 8 DATA IN FRONT OF US IT'S HERE IT'S CLEAR. WE KNOW IN THE BAY
- 9 AREA INDUCED DEMANDS WE KNOW ADDED CAPACITY THIS ISN'T LA, OR
- 10 HOUSTON.

11

- 12 CLERK OF THE BOARD: THANK YOU. NEXT UP KEN. FOLLOWED BY PAUL.
- 14 SPEAKER: HI. I'M A TRANSPORTATION CYCLISTS AND ALBANY
- 15 RESIDENT. AND WOW WAS THAT LAST CALLER, I REALLY SUPPORT WHAT
- 16 THEY WERE SAYING. I WANT TO THANK THE COMMITTEE AND STAFF FOR
- 17 THEIR WORK ON THIS ISSUE AND APPRECIATE MTC'S GOALS TO REDUCE
- 18 VEHICLE MILES TRAVELED. I EXPECTED CYCLING CONDITIONS
- 19 IMPROVING AND GROWING E-BIKES AND MAR USERS ABLE TO TACKLE
- 20 LONGER DISTANCES THAT CYCLING OF THIS PATH WILL INCREASE. I
- 21 HEAR FRUSTRATION OF MOTORISTS BUT THE WESTBOUND BACK UP OCCURS
- 22 ON THE MARIN SIDE AFTER THE BRIDGE. THIS IS THE ONLY FULL EAST
- 23 WEST BIKE BRIDGE PASS. IN CASE ANYBODY HAS DOZED OFF HOW ABOUT
- 24 WE TAKE ONE OF THE TWO TRAFFIC WESTBOUND LANES AND MAKE THAT



AN HOV LANE AND ENFORCE IT. THAT DOESN'T TAKE AWAY ANYBODY'S 1 2 ACCESS. THANK YOU. 3 CLERK OF THE BOARD: THANK YOU. UP NEXT WE HAVE PAUL MEYERHOF 4 5 FOLLOWED BY BETH. 6 SPEAKER: HI. FIRST I ALL, I WANT TO SAY I'M A TOTALLY BIKE 7 8 POSITIVE PERSON. I BELONG TO BIKE COALITIONS I BIKE DAILY. I COMMUTED FROM EAST BAY TO MARIN FOR 33 YEARS IT HAD NEVER 9 GOTTEN SO BAD AS IT HAS RECENTLY. IT MAKES NO SENSE IT TAKE 10 THAT THIRD LANE AWAY, AT LEAST FOR EMERGENCY AND ACCIDENTS. 11 ALL IT TAKES NOW IS ONE CAR TO BREAK DOWN AND THAT WILL ADD A 12 BACKUP FOR MILES AND MILES AND INCREASE TRAFFIC TIME BY HOURS. 13 AND THIS IS ONE REASON I RETIRED EARLY, WAS BECAUSE OF THIS 14 COMMUTE FROM THE EAST BAY. I WAS A FIRST RESPONDER. I AM NOW 15 16 NO LONGER DOING THAT, BECAUSE I THINK YOU NEED TO GIVE THAT LANE BACK TO VEHICLES NOW. THANK YOU VERY MUCH. 17 18 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE BETH W. 19 FOLLOWED BY KIRAN JAIN. 20 21 22 CLERK OF THE BOARD: BETH W. IT'S YOUR OPPORTUNITY TO PROVIDE 23 COMMENT. OKAY. NEXT --24

25

SPEAKER: HELLO CAN YOU HEAR ME.



1 2 CLERK OF THE BOARD: YES. 3 SPEAKER: OKAY. SORRY. I'M TRYING TO UNMIC. I WANT TO SAY A 4 5 COUPLE OF THINGS, I HEARD IN THE MEETING CONGESTION BEFORE CONGESTION NOW. ONE THING THE BIKE LANE HAS NOT DONE WAS 6 PROVIDE ANY RELIEF. PEOPLE KEEP SAYING THE BIKE LANE IS BEING 7 8 BLAMED AND THEY DON'T UNDERSTAND WHY BECAUSE THE DATA DOESN'T SUPPORT IT. I'M GOING TO SAY COMMON SENSE. IF YOU REMOVE 9 SOMETHING AND IT'S LESS OF THEN THERE IS GOING TO BE A 10 PROBLEM. WE WERE -- THE SHOULDER WAS TAKEN AWAY FROM US. SO 11 WHEN THERE IS AN ACCIDENT, WHEN THERE IS AN EMERGENCY, WE ARE 12 REDUCED DOWN TO ZERO TO ONE LANES BECAUSE WE DON'T HAVE THE 13 SHOULDER ANY LONGER. WHETHER IT'S A THIRD LANE OR A SHOULDER, 14 THE BIKE LANE IS RESPONSIBLE FOR US NOT HAVING IT. SO THAT'S 15 16 WHY THE BLAME IS THERE. SO, I BELIEVE THE DATA IS SLANTED AND I DO NOT BELIEVE IT ACCURATELY REFLECTS THE LIFE EXPERIENCE OF 17 ACTUALLY HAVING TO COMMUTE DURING A BREAKDOWN. 18 19 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE KIRAN. 20 21 FOLLOWED BY JOHN. 22 SPEAKER: HI THERE. KIRAN, PARENT OF A STUDENT THAT COMMUTES ON 23 THAT BRIDGE EVERY MORNING ALSO A BIKE RIDER WHO TAKES THAT 24

BRIDGE ON THE WEEKENDS. I'M HERE TO SUPPORT THE COMPROMISE



SOLUTION I WISH THERE WERE MORE OPTIONS TO MARIN BUT WE KNOW 1 HISTORICALLY WHY THAT'S NOT THE CASE FROM THE EAST BAY. I'M 2 3 HERE TO TALK ABOUT THE DATA. I WORK AT I DATA COMPANY AND I CAN TELL YOU THIS IS INCOMPLETE DATA STAFF IS RELYING ON 4 5 RESPONDING TO HOW THE LANE CLOSURE RESPOND TO JOB IMPACTS THAT LIVE IN THE EAST BAY ALSO RELIED ON VEHICLE DATA WHICH FAVORS 6 NEWER CARS THINK TESLAS AND THE LIKE THEY'RE CAPTURING FEWER 7 8 VEHICLE TRIPS DURING RUSH HOUR TRAFFIC ALSO RELYING ON DATA CALTRANS IS LOOKING TO UPDATE. I ASK STAFF WHEN THEY COME BACK 9 TO DO SO IN A NUANCED WAY TO USE DATA. 10 11 CLERK OF THE BOARD: THANK YOU. NEXT UP WE HAVE JOHN FOLLOWED 12 BY DOUG WILLIAMS. 13 14 SPEAKER: HI. THANK YOU FOR YOUR TIME AND ENERGY. I HAVE BEEN 15 16 RIDING BIKES SINCE I WAS A CHILD. I LOVE RIDING BIKES ALL 17 TYPES ROAD, BMX, I ALSO RACE COMPETITION. I WOULD LIKE TO 18 SPEAK FROM A PROFESSIONAL I WORK AND COMMUTE NOT ONLY IN MARIN BUT YOU ALSO WORK IN SAN FRANCISCO SO I HAVE FAMILIARITY 19 GOLDEN GATE OVER ALL BRIDGES IN THE BAY I WOULD LIKE TO SAY A 20 21 RICHMOND RESIDENT HAVING TWO LANES DURING THE TRAFFIC JAM OR ANY TYPE OF BREAK DOWN IS A NIGHTMARE PEOPLE ARE NOT GOING TO 22 WORK PEOPLE ARE CALLING OUT SICK. WE'RE OPERATING REMOTELY. IT 23 DOESN'T FUNCTION. WHEN I LOOK AT THE AMOUNT OF BIKERS THAT ARE 24 TRAVELING ACROSS THE BRIDGE, WE HAVE APPROXIMATELY 118,000 PER



YEAR. YOU HAVE 14 MILLION BIKE DRIVERS CROSSING THE BRIDGE, 1 AND THIS IS USING CALTRANS NUMBERS. PLEASE TAKE THAT INTO 2 3 CONSIDERATION WHEN WE HAVE A BIKE LANE. 4 5 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE DOUG WILLIAMS FOLLOWED BY JANE DRISCOLL 6 7 8 SPEAKER: I LIVE IN POINT RICHMOND FOR WENT TO YEARS AND PUT UP WITH TRAFFIC AND AIR POLLUTION ON THIS BRIDGE BACKUP ON 9 SATURDAY AND SUNDAY CREATES AIR POLLUTION AND CLOGS THE 580 10 11 FREEWAY BUT ALSO LOCAL STREETS. NEW TURN RESTRICTIONS WERE IMPRESSED AS A RESULT OF TRAFFIC JAM ON CITY STREETS THAT MAKE 12 -- [INDISCERNIBLE] THE THIRD LANE REDUCED TRAFFIC IN MARIN BUT 13 WHY WOULDN'T IT BE CONSIDERED THAT WAY HERE? I DON'T KNOW. 14 THERE CAN BE NO CONTROVERSY OVER THE FACT THAT THIS IS A 15 16 FAILED EXPERIMENT. ON THE ONE HAND IS THE ENORMOUS INCONVENIENCE AND DAILY BACKUP WHILE THE OTHER IS FUN FOR THE 17 ELITIST AND HANDFUL OF BICYCLE RIDERS MANY OF WHOM DRIVE TO 18 19 THE BRIDGE TO START THEIR RIDE. THE THIRD LANE OF TRAFFIC SHOULD BE --20 21 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE JANE 22

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23

24

DRISCOLL, FOLLOWED BY BRUCE.



- 1 SPEAKER: HI THIS IS JANE DRISCOLL. THANK YOU FOR THIS
- 2 PRESENTATION. I LIVE IN POINT RICHMOND FOR THE LAST 15 YEARS
- 3 AND LOOK OVER THE PARKWAY EXIT INTO THE BRIDGE. IT JUST
- 4 CLEARED UP ABOUT 15 MINUTES AGO. THIS ISN'T A COUPLE OF HOURS
- 5 EVERY DAY. THIS IS HOURS. AND IF THERE IS AN ACCIDENT IT GOES
- 6 ON UNTIL TWO. ON WEEKENDS I CAPITAL GET OUT OF MY DRIVEWAY
- 7 BECAUSE CARS ARE TRYING TO FIND A WAY TO GET ON THE BRIDGE.
- 8 POINT RICHMOND IS LOCKED DOWN. IF YOU GET OUT YOU CAN'T GET
- 9 BACK IN. NOTHING OF TRAVELING TRAVELLING TO MARIN. I FIND THAT
- 10 THE NUMBER OF BIKERS, IT SEEMS LIKE THE NUMBERS YOU'RE SAYING
- 11 ARE INFLATED. BECAUSE I DON'T SEE THAT. I SEE MAYBE ONE OR TWO
- 12 BIKES WHEN I COMMUTE ACROSS THERE, WHICH NOW TAKES AN HOUR TO
- 13 GET TO SAN RAFAEL. THAT LANE NEEDS TO BE USED FOR EMERGENCIES.
- 14 I AM ALL FOR ENVIRONMENTAL OPTIONS BUT HOW ABOUT PUBLIC
- 15 TRANSPORTATION? WE DON'T GO THAT ROUTE.
- 17 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP IS BRUCE DUGHI
- 18 FOLLOWED BY MARK US.
- 20 SPEAKER: BRUCE THANK YOU FOR THE BIKE LANE. PLEASE DO NOT
- 21 REMOVE IT. I TRAVEL FROM CASTRO VALLEY ALL THE WAY FROM CASTRO
- 22 VALLEY AND I TAKE IT SOMETIMES WITH MY DAUGHTERS, 15-YEAR-OLD
- 23 DAUGHTERS TO CROSS THAT BRIDGE. WE TAKE BART. [LAUGHTER] YOU
- 24 KNOW, THOSE COMMENTS OF ELITISM REALLY BOTHER ME. I GREW UP IN
- 25 POVERTY. I STARTED CYCLING AND CYCLE COMMUTING BECAUSE IT WAS

16



- 1 CHEAP AND INEXPENSIVE. SO, AND I LIVE WITH PEOPLE WHO DO THE
- 2 SAME IN MY COMMUNITY HERE IN CASTRO VALLEY. SO, YOU KNOW, BART
- 3 CYCLING AND HAVING THESE BRIDGES OPEN REALLY EXPAND WHERE
- 4 PEOPLE CAN GO IN THE BAY AREA WITHOUT DRIVING A CAR. WITHOUT
- 5 BART AND WITHOUT THESE BRIDGE ACCESS, WE'RE SEVERELY
- 6 RESTRICTED. SO, I APPRECIATE HAVING THE BRIDGE. BRIDGES ARE
- 7 FOR BIKES, NOT JUST FOR CARS.

8

- 9 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP IS MARCUS
- 10 NAVARRO.

11

- 12 SPEAKER: HELLO MY NAME IS MARCUS I HAVE USED THE BRIDGE AS A
- 13 MOTORIST I AM IN FAVOR OF KEEPING THE BIKE LANE AROUND. I
- 14 THINK THIS DECISION WILL SAY A LOT ABOUT OUR VALUES, WHETHER
- 15 WE VALUE SAVING THE ENVIRONMENT AND TAKING DECISIVE ACTION
- 16 EVEN IF IT'S NOT THE MOST COMFORTABLE THING FOR US OR WHETHER
- 17 WE'RE GOING TO GIVE INTO THIS REACTIONARY NONSENSE AND SLIDE
- 18 BACKWARDS. TRULY I FEEL BAD FOR THE PEOPLE WHO ARE STUCK IN
- 19 TRAFFIC WE HAVE FAILED THEM SHOULD PROVIDE OTHER OPTIONS FOR
- 20 THEM, AND PROVIDING A BIKE LANE IS A START. IT IS ANOTHER
- 21 OPTION, ACCESS TO BIKES IS CHEAPER THAN ACCESS TO CARS. I
- 22 THINK MORE PEOPLE WILL USE IT, AND PROVIDES BASIS FOR GREATER
- 23 TRANSPORTATION AROUND THE BAY. THANK YOU.



CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE LACHIND 1 2 FOLLOWED BY JOANN WEBSTER. COMMENTER LANCHID, ARE YOU ABLE TO 3 HEAR US? 4 5 SPEAKER: YES. 6 7 CLERK OF THE BOARD: YOU MAY BEGIN. 8 SPEAKER: OKAY. SO MY NAME IS DADY I'M CALLING BECAUSE I AM A 9 10 COMMUTER WHO CROSSES THE BRIDGE EVERY DAY, AND I WANT TO MAKE A STATEMENT THAT I UNDERSTAND OTHERS WANT TO PROTECT AND 11 INCREASE THE ACTIVITY TO KEEP THE THIRD LANE DEDICATED TO 12 BIKERS HOWEVER IT'S CAUSING INCONVENIENCE AND FRUSTRATION WITH 13 EVERYDAY COMMUTERS LIKE MYSELF. TO PREDICT COMMUTE TIME AND 14 15 MAKE ACCURATE TRAVEL PREDICTIONS ARE INCONVENIENT AND NOT 16 ACCURATE THERE ARE ALMOST ACCIDENTS WEEKLY THIS CAUSES FRUSTRATION WITH MYSELF AND EVERYONE ELSE WHO IS COMMUTING. I 17 HEARD SOMEONE SAY THIS IS NOT LOS ANGELES. YOU'RE RIGHT. IT'S 18 THE BAY AREA. WE NEED LOTS OF HELP. THANK YOU. 19 20 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE JOANN 21 22 WEBSTER FOLLOWED BY LISA TSERING. 23 SPEAKER: GOOD MORNING COMMISSIONERS. MY NAME IS JOANN WEBSTER, 24

INCOMING CEO OF THE NORTH BAY COUNCIL. WE SUPPORT THE THIRD



- 1 LANE OF THE UPPER DECK BRIDGE IN THE MORNING ADDING SECOND
- 2 PROTECTED BARRIER BIKE LANE ON LOWER DECK ALLOWING
- 3 CONTINUOUSLY PROTECTING BIKE LANE AND BAY TRAIL REDUCING
- 4 CONGESTION AND AUTO EMISSIONS AND GRANT SIGNIFICANT TIME
- 5 SAVINGS TO THOUSANDS AND THOUSANDS OF EAST BAY RESIDENTS OFTEN
- 6 ESSENTIAL WORKERS WHO CANNOT WORK REMOTELY. THERE IS NO
- 7 REALIST WAY TO BIKE OR RIDE TRANSIT TO THEIR JOBS IN THE NORTH
- 8 BAY. PREVIOUS CALLER MENTIONED NUMBER OF RESIDENTS TRYING TO
- 9 CROSS THE BRIDGE EVERY MORNING TO GET TO WORK VAST MAJORITY
- 10 ARE PEOPLE ARE COLOR, 69% DO NOT HAVE COLLEGE DEGREES AND
- 11 MAJORITY OF THEM UP THE BAY AREA MEDIAN INCOME. WE NEED
- 12 BARRIERS REMOVED TO HELP ATTRACT WORKERS IN THE EAST BAY --
- 14 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE LISA,
- 15 FOLLOWED BY SCOTT MACE.
- 17 SPEAKER: LISA, I'M AN EL CERRITO RESIDENT AND FREQUENT VISITOR
- 18 TO MARIN FROM THE EAST BAY. I'M STRONGLY OPPOSED TO THE BIKE
- 19 LANE. I APPRECIATE YOUR PRESENTING THE DATA BUT LET'S TALK
- 20 ABOUT LIVED EXPERIENCE. THE PRO BIKE CONTINGENT IS WELL
- 21 ORGANIZED. MY QUESTION FOR THE PRO BIKE ADVOCATES IS, HAVE ANY
- 22 OF YOU ACTUALLY BEEN IN TRAFFIC AFTER AN ACCIDENT? THE REALITY
- 23 OF A SITUATION IS THAT THE BIKE PATH IS A LUXURY FOR THE
- 24 ELITE, WORKING CLASS PEOPLE LIKE ME NEED THE BRIDGE AND WE
- 25 NEED ACCESS TO AS MANY LANES AS POSSIBLE. I CAN'T RECALL IF

13



- 1 YOU PRESENTED DATA ON WEEKEND TRAFFIC, BUT WEEKENDS, AS WE --
- 2 AS MANY OF US DRIVERS KNOW CAN BE EVEN WORSE THAN WEEKDAYS AS
- 3 EAST BAY RESIDENTS VISIT MARIN. ALSO SOMEONE SUGGESTED EARLIER
- 4 THAT THE BIKE LANES AFFORD ACCESS TO BIG BOX STORES IN MARIN.
- 5 IS SOMEONE ACTUALLY GOING TO BUY A MATTRESS AND TRANSPORT IT
- 6 ON A BIKE?

7

- 8 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE SCOTT
- 9 MACE FOLLOWED BY WARREN WELLS.

10

- 11 SPEAKER: YES. I'M SCOTT MACE WITH THE CALIFORNIA ASSOCIATION
- 12 OF BICYCLING ORGANIZATIONS. I'M ONE OF THE DIRECTORS. I WANTED
- 13 TO CLARIFY SOMETHING. THIS IS NOT A BIKE LANE. THIS IS A
- 14 BIKEWAY GOING TO THE CALIFORNIA VEHICLE CODE. SUPPORTS THIS
- 15 BIKEWAY AND WANTS BATA'S CURRENT PROCESS TO CONTINUE TO PERMIT
- 16 BICYCLING ACCESS ON THE RICHMOND SAN RAFAEL BRIDGE. NOT
- 17 EVERYBODY AT CABO AGREES WITH THE EVERY BIKE FACILITY THAT IS
- 18 EVER PROPOSED. BUT WE DO BELIEVE THAT THIS ACCESS IS VITAL TO
- 19 ALL BICYCLISTS. THANK YOU.

20

- 21 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE WARREN
- 22 WELLS FOLLOWED BY GREG MERIT.

- 24 SPEAKER: HI THIS IS WARREN WELLS OF MARIN BICYCLE COALITION.
- 25 CALLING TO SUPPORT THE BIKE PED PATH BOTH IN CAPACITY AND BIKE



- 1 COMMUTER ACROSS THE BRIDGE THERE ARE NO EASY SOLUTIONS TO THIS
- 2 CORRIDOR STAFF HAS DONE AN EXCELLENT JOB SUMMARIZING
- 3 CHALLENGES AND REDUCTION IN AIR QUALITY HALF OF MARIN'S
- 4 WORKFORCE COMMUTED, ACCOUNTING FOR 2/3. WE SUPPORT STAFF'S
- 5 RECOMMENDATIONS AS WELL AS MTC HOUSING PRODUCTION JOB RICH IN
- 6 AREAS OF THE BAY SUCH AS MARIN COUNTY. THANK YOU FOR YOUR TIME
- 7 AND CONSIDERATION.

8

- 9 CLERK OF THE BOARD: THANK YOU CALLER. NEXT WE HAVE GREG MERIT
- 10 FOLLOWED BY TERRY LAHEY.

11

- 12 SPEAKER: GREG MERIT DRIVER AND CYCLIST BERKELEY I HAVE CROSSED
- 13 THE BRIDGE MANY TIMES AND I SUPPORT THE STAFF RECOMMENDATION.
- 14 A QUESTION OFTEN DISCUSSED BY PEOPLE ARE WE TRYING TO BUILD
- 15 OUR WAY OUT OF CONGESTION AT EXPENSE OF ELIMINATING NON-
- 16 VEHICLE OPTIONS I FEEL FRUSTRATION, BUT TO ELIMINATE ALL OTHER
- 17 OPTIONS BESIDES OWNING AND OPERATING A VEHICLE IS NOT
- 18 PRODUCTIVE. OUTSIDE OF SCOPE OF THIS MEETING ALONG LINES OF
- 19 WHAT WARREN SAID I WOULD ENCOURAGE PEOPLE TO CONSIDER POSITIVE
- 20 IMPACTS OF ADDING LARGE QUANTS OF AFFORDABLE HOUSING IN MARIN.
- 21 WHY HAVE WE SEGREGATED JOBS FROM HOUSING ON EITHER SIDE OF THE
- 22 BRIDGE. THANK YOU FOR THIS IMPORTANT PROJECT.

- 24 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE TERRY
- 25 LAHEY FOLLOWED BY TRISHA TOSTENSON.



1 SPEAKER: GOOD MORNING, MY NAME IS TERRY. I LIVE IN POINT 2 3 RICHMOND. PLEASE REMOVE THE BARRIER FROM RICHMOND SAN RAFAEL BRIDGE AND CREATE A PART-TIME TRAFFIC LANE. I AM BOTH A 4 5 BICYCLISTS AND HIKER BUT I STILL BELIEVE THAT LANE SHOULD BECOME A TRAFFIC LANE AND A BREAK DOWN LANE AND LEAVE THE LANE 6 FOR BOTH THE CONGESTION AND RELIEF, AND SUPPORT BREAK DOWN 7 8 SUPPORT. IT CAUSES MAJOR BACK UP PROBLEMS WHEN THERE IS ANY ACCIDENT OR DELAYS. I HAVE PERSONALLY FOUND ON DAYS WITH NO 9 DELAYS IT TAKES 35 MINUTES ON A WEEKDAY TO GET ON THE BRIDGE. 10 COMPARING TO 2019 CONGESTION, BECAUSE THERE HAS BEEN NO 11 CHANGES IN NUMBER OF TRAFFIC, [INDISCERNIBLE] ALSO LOOK AT THE 12 NUMBER OF CARS TRUCKS AND BUSES THAT USE THE BRIDGE WESTBOUND 13 AND HOW MUCH TIME IS WASTED BY COMMUTERS. BY --14 15 [INDISCERNIBLE] BIKE LANES --16 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE PATRICIA 17 TOSTENSON FOLLOWED BY ELI LARSEN. PATRICIA IT'S YOUR TURN TO 18 PROVIDE COMMENT. OKAY. NEXT UP WE HAVE E LARSEN FOLLOWED BY 19 20 NOAH. 21 22 SPEAKER: HI THIS, IS ERIC LARSEN. I LIVE IN FAIRFAX 23 CALIFORNIA, AND WORK IN RICHMOND CALIFORNIA. I COMMUTE BY BICYCLE AVERAGE THREE TIMES PER WEEK ACROSS THE BRIDGE WHEN I 24 CROSSED AT 6:00 THIS MORNING I WAS PASSED BY THREE E-BIKES



- 1 COMING FROM RICHMOND COMMUTERS GOING TO WORK ON BIKES. THE
 2 PEDESTRIAN BIKE PATH MAKES IT POSSIBLE FOR CYCLES TO COMMUTE
- 3 TO WORK MAKING MORE ACCESSIBLE TO THE CYCLIST. THE TECHNOLOGY
- 4 ADVANTAGE CONTINUES TO IMPROVE AND E-BIKES COST CONTINUES TO
- 5 DECLINE BECOMING AN ACCESSIBLE WAY TO COMMUTE. YOU SEE MORE
- 6 FAMILIES ON E-BIKES, CONCERNED ABOUT CLIMATE CHANGE IMPACTS OF
- 7 GLOBAL WARMING AND THE FUTURE OF THEIR CHILDREN LOOKING AT
- 8 ALTERNATIVE WAYS TO COMMUTE BIKE LANES IS KEY. OPENING THIRD
- 9 LANE WILL ONLY INCREASE TRAFFIC POLLUTION.

11 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE NOAH

12 FOLLOWED BY MAX PRAIRIE.

14 SPEAKER: HELLO. I WANT TO, SORT OF, SUPPORT A LOT OF THE

- 15 THINGS I HAVE ALREADY HEARD IN THIS CONVERSATION WITH REGARDS
- 16 TO THE BIKE LANE. A LOT OF PEOPLE DO COMMUTE ON IT. I KNOW
- 17 MANY FRIENDS WHO LIVE HERE IN THE EAST BAY WHO USE IT TO
- 18 COMMUTE BOTH TO RICHMOND AND SOMETIMES EVEN -- OR, TO SAN
- 19 RAFAEL AND SOMETIMES PAST THAT INTO SAN FRANCISCO AND BEYOND.
- 20 IT'S VERY IMPORTANT TO HAVE THIS MISSING LINK OF THE BAY TRAIL
- 21 CONNECTED TO BE ABLE TO GET AROUND THE ENTIRE BAY. IT WOULD BE
- 22 ALMOST IMPOSSIBLE TO DO OTHERWISE. AND HAVING THIS BRIDGE BE
- 23 ACCESSIBLE TO BIKES 24/7 IS VERY, VERY IMPORTANT TO THAT. I
- 24 HAVE USED THIS BIKE LANE A LOT. IT'S REALLY CHANGED MY LIFE
- 25 AND WHEN WE TALK ABOUT RIDERSHIP BECAUSE IT'S A PILOT IT'S

10



- 1 HARD FOR PEOPLE TO RELY ON IT. IT'S NEW IT WILL CHANGE THE WAY
- 2 PEOPLE OPERATE, BASED ON THE LONGEVITY OF THIS BIKE LANE IT'S
- 3 IMPORTANT TO MAKE IT PERMANENT. THANK YOU.

4

- 5 CLERK OF THE BOARD: THANK YOU CALLER, NEXT UP WE HAVE MAX
- 6 PRAIRIE, FOLLOWED BY BARRY TORANTO.

7

- 8 SPEAKER: GOOD MORNING. MY NAME IS MAX PEREE ON BEHALF OF
- 9 [INDISCERNIBLE] HEALTH. I WANT TO WRITE TO EXPRESS SUPPORT
- 10 OPENING A THIRD LANE ON THE UPPER DECK FOR RICHMOND SAN RAFAEL
- 11 VEHICLES DURING COMMUTE HOURS ALLIEDO HEALTH IS A NETWORK OF
- 12 16 NON-PROFIT COMMUNITY HEALTH CENTERS EAST BAY AND NORTH BAY.
- 13 WE EMPLOYEE 1600 EMPLOYEES IN THE EAST BAY THAT COMMUTE TO
- 14 MARIN EVERY DAY BY THE RICHMOND SAN RAFAEL BRIDGE. THIS
- 15 AMOUNTS TO PLURALITY OF THEIR EMPLOYEES COMING FROM ANY ONE
- 16 DIRECTION. ABOUT 29% OF THEIR TOTAL WORK FORCE DOES NOT
- 17 INCLUDE CONTRACTORS. ADDITIONAL TIME IT TAKES TO CROSS THE
- 18 BRIDGE DURING COMMUTE HOURS HAS AN IMPACT ON EMPLOYEE'S LIVES
- 19 THIS HAS AN EFFECT ON THE HEALTH CENTER'S ABILITY TO RETAIN
- 20 WORKFORCE TO ENSURE CONTINUED ACCESS TO CARE FOR PATIENTS.
- 21 THANK YOU.

22

- 23 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE BARRY
- 24 TORANTO FOLLOWED BY PAT.



1

NOVEMBER 8, 2023

SPEAKER: YES. GOOD MORNING. THIS IS BARRY. I LIVE IN SAN

RAFAEL. AND I WANT TO SAY THAT THERE SHOULD BE A DECISION --2 3 WHAT'S A REASONABLE AMOUNT OF TIME YOU SHOULD BE SITTING IN CONGESTION TO GET ACROSS THE BRIDGE OR TO GET TO YOUR JOB IN 4 5 MARIN. I THINK HAVING TO TAKE 45 MINUTES OR LONGER TO GET ACROSS THE BRIDGE TO YOUR JOB IS AN AMOUNT OF TIME. I COMMUTE 6 THE OTHER WAY GOING TO SAN FRANCISCO AND SOMETIMES I MAKE A 7 8 DECISION TO TAKE THE BAY BRIDGE EXCEPT TRAFFIC IS SO BAD ON 80, THAT IT IS BETTER TO GO ACROSS THE GOLDEN GATE BRIDGE EVEN 9 THOUGH IT'S MORE EXPENSIVE FOR ME TO DO IT THAT WAY. THE THING 10 IS THAT YOU SHOULD LOOK AT THE EQUITY ISSUES AS PART OF THIS 11 DECISION. IT'S NOT FAIR TO PUT PEOPLE OF COLOR AT A MORE OF A 12 DISADVANTAGE TO GET TO THEIR JOBS IN MARIN BECAUSE HOUSING IS 13 LESS EXPENSIVE AND MORE --14 15 16 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE PAT FOLLOWED BY RALPH JACOBSON. 17 18 SPEAKER: HI. I'M PAT LAKE I'M IN POINT RICHMOND. I RIDE A BIKE 19 ON THE BRIDGE. I CAN NOW DO AN ENTIRE 160 MILE LOOP IN THE 20 21 BAY. I DRIVE AND I SAY KEEP THE LANE AS IT IS. THIS DOESN'T

ADD CRISIS CAUSED BY THE PROTECTED LANE OVER FOCUS ON THE

CONTROVERSY IS OPPORTUNIST. I WANT TO THANK THE MARIN BIKE

COALITION, BIKE EAST BAY FOR KEEPING BALANCE FROM PUSHING

APART ISSUES WHICH IS A DEAD-END PATH. LASTLY, I WANT TO SAY,

22

23

24



- 1 WE NEED MORE INCENTIVES FOR NON-CAR USERS. WE NEED TO INCREASE
- 2 THE THROUGHPUT OF PEOPLE. ANYTHING YOU CAN DO, LIKE TAX CREDIT
- 3 FOR ALTERNATIVE COMMUTING. THANK YOU FOR THE WORK THAT YOU ARE
- 4 DOING TO BRING THIS ACCESS FOR THE FUTURE FOR EVERYBODY.
- 5 THAT'S ALL.

6

- 7 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE RALPH
- 8 JACOBSON FOLLOWED BY BRENDON MURPHY.

9

- 10 SPEAKER: HELLO. I AM A RESIDENT OF POINT RICHMOND AND HAVE
- 11 BEEN FOR 50 YEARS. I WANT TO MAKE ONE POINT THAT I THINK HAS
- 12 BEEN OVERLOOKED. IN A WAY, YOU'RE A VICTIM OF YOUR OWN
- 13 SUCCESS. SEVERAL YEARS AGO, THERE WAS SIGNIFICANT PROBLEM IN
- 14 THE EASTBOUND DIRECTION AND THE PUBLIC PERCEPTION OF THOSE OF
- 15 US WHO GO OVER THE BRIDGE WAS, HEY, YOU GUYS FIXED THAT AND
- 16 YOU DID THAT BY OPENING A LANE. AND WE'RE LOOKING FOR A QUICK
- 17 FIX. WE DEFINITELY NEED A QUICK FIX. AND IF YOU CAN DO
- 18 ANYTHING LIKE YOU DID BEFORE, IN THE EASTBOUND DIRECTION,
- 19 GOING WESTBOUND, PLEASE DO IT. THERE IS A LOT OF PEOPLE THAT
- 20 SUFFER BECAUSE OF THIS CONDITION. THANK YOU.

21

- 22 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE BRENDEN
- 23 MURPHY AND OUR FINAL TWO SPEAKERS WILL BE STEPHANIE AMBER AND
- 24 PHILIPPE MOONEY.



- 1 SPEAKER: HELLO. HELLO. YES. I WOULD JUST LIKE TO REITERATE
- 2 WHAT THE LAST CALLER SAID WHEN THE THREE LANES WERE OPENED ON
- 3 THE EASTBOUND DIRECTION IT ELIMINATING THE MASSIVE TRAFFIC JAM
- 4 ON THE 580 ON THE MARIN SIDE. AND YET THERE IS ONLY TWO LANES
- 5 GOING WEST LEAVING THE RICHMOND SIDE WITH THIS WORSENING
- 6 TRAFFIC JAM. I AM A COMMUTER, BUT I GO IN THE COUNTER
- 7 DIRECTION. AND WHEN I DRIVE OVER THAT BRIDGE AND SEE WHAT
- 8 PEOPLE ARE GOING THROUGH, I MEAN, TO ME, IT'S JUST AN OBVIOUS
- 9 EXAMPLE OF ENVIRONMENTAL RACISM. AND WHAT MORE CAN BE SAID.
- 10 BUT IT LOOKS REALLY RACIST. THAT'S ALL I HAVE TO SAY. THANK
- 11 YOU.

12

- 13 CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP WE HAVE
- 14 STEPHANIE AMBER FOLLOWED BY PHILIPPE MOONEY, OUR FINAL
- 15 COMMENTER.

- 17 SPEAKER: HI THIS IS STEPHANIE, I'M IN POINT RICHMOND AND I CAN
- 18 LOOK OUT MY WINDOW RIGHT NOW EVERY DAY AND SEE THE TRAFFIC. I
- 19 WASN'T PLANNING ON TALKING AND LISTENING TO WHAT WAS
- 20 PRESENTED. LISA JOHNSON HAD A VERY GOOD POINT THAT I HAD
- 21 THOUGHT OF, IS THE INFORMATION WITH COVID AND HOW THAT MAY NOT
- 22 BE VALID. AND I WAS SURPRISED AT THE LOW NUMBER OF BIKES THAT
- 23 GO DOWN. MY HUSBAND CROSSES THE BRIDGE EVERY DAY AND I HEAR
- 24 HIM WHEN HE SAYS THERE IS A BAKE BREAK DOWN YOU CAN'T GET OVER
- 25 TO THE SHOULDER LANE, WE SHOULD HAVE THAT SHOULDER LANE OPEN



- 1 FOR EMERGENCIES. I TRAVEL FOR MEDICAL TREATMENT AND I FEEL FOR
- 2 ALL PEOPLE WHO HAVE TO DEAL WITH THIS WITH THEIR MEDICAL
- 3 HEALTH YOU GO TO SEE A DOCTOR AND YOU WAIT MONTHS. WHY CAN'T
- 4 WE HAVE E-BIKES TO GET ON TO TAKE THEM ACROSS SO WE HAVE THAT
- 5 SHOULDER LANE OPEN AGAIN. THAT'S MY CONCERN. THANK YOU.

6

- 7 CLERK OF THE BOARD: THANK YOU CALLER. OUR FINAL COMMENTER,
- 8 PHILIPPE MOONEY.

9

- 10 SPEAKER: PHIL MOONEY, MOTORIST I SUPPORT THE PATHWAY FOR
- 11 CYCLISTS AND PEDESTRIAN. I APPRECIATE THE PRESENTATION BY
- 12 STAFF THEY SHOW COMMENDABLE COMMITTING TO A BETTER SYSTEM THAT
- 13 WORKS FOR EVERYONE WHILE PROTECTING THE ENVIRONMENT RATHER
- 14 THAN INVESTING IN AN ADDITIONAL LANE I URGE TO YOU CONSIDER
- 15 TRANSIT SERVICES AND IMPROVING BICYCLE CONNECTIVITY ON EITHER
- 16 END OF THE BRIDGE ESPECIALLY IN MARIN BY BOLSTERING PUBLIC
- 17 TRANSPORTATION OPTIONS WE CAN ADDRESS THE ISSUE OF CONGESTION,
- 18 AND THE ENVIRONMENTAL IMPACT OF INCREASED TRAFFIC. THANK YOU
- 19 FOR YOUR TIME.

20

- 21 CLERK OF THE BOARD: THANK YOU CALLER. THAT CONCLUDES PUBLIC
- 22 COMMENT FOR THAT ITEM.

- 24 CHAIR, FEDERAL GLOVER: OKAY. THANK YOU. I WANT TO THANK THE
- 25 STAFF FOR THE REPORT. WE KNOW THIS IS AN INFORMATIONAL ITEM.



BUT I WANT TO THANK YOU FOR THE REPORT. AND OUR PUBLIC, AND 1 THE COMMISSIONERS WHO HAVE WEIGHED IN ON THIS VERY DIFFICULT 2 3 SUBJECT. ON ONE HAND, THE SAN RAFAEL BRIDGE PATH PROVIDES VERY IMPORTANT CONNECTIVITY TO THE BAY TRAIL. ON THE OTHER HAND, WE 4 5 MUST CONTINUE TO ASCRIBE TO REDUCE THE BURDEN OF CONGESTION WHEREVER WE CAN AND BEING VERY CONSISTENT WITH THE REGIONAL 6 AND STATE GOALS. PARTICULARLY, AS WE STRUGGLE TO ADDRESS THE 7 8 REGIONAL HOUSING SHORTAGE THAT WE HAVE. AND FOR THAT REASON, I WANT TO TAKE ADVANTAGE OF WHAT I HEARD EARLIER FROM OUR 9 EXECUTIVE DIRECTOR AND HIS OPENING REMARKS FROM LISA KLEIN AND 10 HER REMARKS, AND, ALSO, OUR CALTRANS REPRESENTATIVE THAT WE 11 LOOK TO DO WHAT THE ABILITY TO DO AN HOV BUS PILOT ON A PART-12 TIME BASE. AND TO FOLLOW ON TO THE EXISTING CURRENT PILOT THAT 13 WE HAVE IN PLACE AND I WOULD REQUEST THAT STAFF WORK WITH 14 15 CALTRANS AND RETURN TO THE COMMITTEE IN THE NEW YEAR WITH A SCOPE, SCHEDULE, AND BUDGET FOR STUDIES AND POTENTIAL PILOTS I 16 17 DON'T KNOW IF I'M CLEAR IN THOSE QUESTIONS. ANDY COULD YOU RESPOND TO MY REQUEST. 18 19 ANDREW FREMIER: THANK YOU, COMMISSION GLOVER. I'M CERTAINLY 20 21 COMFORTABLE WITH THE REQUEST AND I'LL SPEAK WITH DINA EL-TAWANSY IN THE NEW YEAR AND COME BACK TO LOOK AT NEW OPTIONS. 22 23 CHAIR, FEDERAL GLOVER: THANK YOU. I WANT TO THANK YOU ALL FOR 24

THE PARTICIPATION WE HAVE HAD ON THIS ISSUE. AT THIS TIME



- 1 WE'LL GO TO OUR NEXT ITEM ON THE AGENDA, WHICH IS PUBLIC
- 2 COMMENT. ONCE AGAIN, OPPORTUNITIES FOR MEMBERS OF THE PUBLIC
- 3 TO ADDRESS THE COMMISSION ON ITEMS THAT FALLS WITHIN THE
- 4 PURVIEW OF THIS COMMITTEE BUT IT'S NOT ON TODAY'S AGENDA. SO,
- 5 WITH THAT, DO WE HAVE ANY ITEMS THAT HAS BEEN PRESENTED TO US
- 6 PRIOR TO THE MEETING TODAY?

7

- 8 CLERK OF THE BOARD: THERE ARE MEMBERS OF THE PUBLIC THAT WOULD
- 9 LIKE TO PROVIDE PUBLIC COMMENT. AND I DO NOT SEE ANY MEMBER OF
- 10 THE PUBLIC IN THE ROOM.

11

12 CHAIR, FEDERAL GLOVER: GO AHEAD.

13

- 14 CLERK OF THE BOARD: OKAY. ALL RIGHT. CALLER, WE HAVE ALETA
- 15 DUPREE.

- 17 SPEAKER: THANK YOU, CHAIR GLOVER. ALETA DUPREE FOR THE RECORD,
- 18 SHE AND HER, TALK GENERALLY. IT'S GOOD TO BE BACK WITH YOU.
- 19 AND HOW DO WE BUILD THE BEST BATA THAT WE CAN? OPEN ROAD
- 20 TOLLING IS WORKING, AND I THINK I MENTIONED LAST MONTH ABOUT
- 21 MY TIME IN NEW YORK, AND PERHAPS I'LL SEND YOU A LETTER AND I
- 22 HAVE A PICTURE OF SOME OF THAT, OF THE EQUIPMENT THAT'S IN NEW
- 23 YORK. BUT IT DOES WORK. AND HOW DO WE EMBRACE THESE NEW
- 24 CONCEPTS? YES, TOLL RECOVERY IS IMPORTANT. AND THE NEWS OFTEN
- 25 CALLS IT REVENUE LOST. BUT REALLY IT'S REVENUE DELAYED. WE'RE



- 1 GOING TO GET IT. WE HAVE A TRAIL TO GET IT. IT'S NOT -- YOU
- 2 KNOW, IN THE PAST PEOPLE WOULD JUST DRIVE-THRU TOLL GATES AND
- 3 WOULD GET IT. SO WE HAVE TO USE OUR TOOLBOX AND SOME OF IT
- 4 MIGHT NOT SOUND VERY GOOD. WE CAN DO IT IN AN EQUITABLE WAY.
- 5 BUT OUR PRIORITY SHOULD ALWAYS BE TO MAKE SURE THESE BRIDGES
- 6 ARE FUNDED SO WE CAN KEEP THEM SAFE. THANK YOU

8 CLERK OF THE BOARD: YOU THANK YOU CALLER. NEXT UP WE HAVE

9 BARRY TORANTO.

7

10

- 11 SPEAKER: YES, I USE THE BAY BRIDGE A LOT FOR MY JOB, TAXI
- 12 DRIVER, AND I HAVE A TRANSPONDER, AND ABOUT HALF THE TIME IT
- 13 DOESN'T REGISTER AS TOLL PAID, THE SCREEN. SO, I THINK SOME OF
- 14 THE LANES ARE NOT HAVING WORKING TRANSPONDER, READERS OF THE
- 15 TRANSPONDERS. I APPRECIATE IF YOU WOULD LOOK INTO IT BECAUSE
- 16 THEN I HAVE TO PAY LATER THROUGH MY COMPANY DOUBLE THE AMOUNT
- 17 OF MONEY I PAID FOR THE BRIDGE TOLL. I WANT TO KNOW WHY YOU
- 18 CAN'T FIX THOSE TRANSPONDERS OR AT LEAST TELL PEOPLE HOW SLOW
- 19 THEY HAVE TO GO TO MAKE IT READ DURING CERTAIN LENGTHS. IT'S
- 20 GETTING -- WHETHER THE TOLL IS PAID OR NOT. THANK YOU VERY
- 21 MUCH FOR YOUR TIME. AND I HOPE YOU WILL LOOK INTO THIS
- 22 SITUATION. THANK YOU.

24 CHAIR, FEDERAL GLOVER: THANK YOU.

25



- 1 CLERK OF THE BOARD: THANK YOU CALLER. THAT CONCLUDES PUBLIC
- 2 COMMENT.

3

- 4 CHAIR, FEDERAL GLOVER: OKAY. WELL, THANK YOU, ALL, FOR THE
- 5 MEETING TODAY. AT THIS TIME WE'RE GOING TO ADJOURN THIS
- 6 MEETING. THE NEXT MEETING WILL BE HELD ON WEDNESDAY, DECEMBER
- 7 13TH. SAME LOCATION. [ADJOURNED]





Broadcasting Government