

## BART Bicycle Advisory Task Force

August 4, 2025

TO: Bay Conservation and Development Commission (BCDC)  
 Metro Center  
 375 Beale Street, Board Room  
 San Francisco, CA 94105

FROM: BART Bicycle Advisory Task Force

RE: Oppose Proposed Closure of Richmond-San Rafael Bridge Bicycle Path  
 (BCDC Meeting, August 7 - Item 9 - RSR Bridge Path Permits)

The BART Bicycle Advisory Task Force (BBATF) unanimously and strongly opposes the slightly-revised July 9 CalTrans-Metropolitan Transportation Commission (MTC) proposal to reduce access to the Richmond-San Rafael Bridge (RSR Bridge) Multi-use Path (Path) and replace it with a westbound breakdown/shoulder lane or an HOV lane for four days a week.

In March 2025, the BCDC staff correctly recommended that the previous 2024-2025 RSR Pilot Project proposal be denied permits. The “revised” July 9 proposal closely resembles its predecessor regarding bay access and transportation and it deserves the same fate.

We urge the BCDC to:

- 1) **Keep the RSR Bridge Multi-use Path open all day, every day (24/7/365)** to walkers, bicyclists, wheelchair users, and others;
- 2) **Withhold any and all permits that restrict or end daily 24/7/365 bicycle, wheelchair, and pedestrian access** to the existing RSR Bridge Multi-use Path;
- 3) **Extend full-time access to the RSR Bridge Path through at least 2030** — long enough to gather data after the already-funded westbound toll plaza traffic flow enhancements are installed in 2026-2027;
- 4) **Support more sustainable congestion management solutions instead:** provide effective express transit headways across the bridges, build workforce housing near jobs in Marin County, enhance safety for bicycle commuters, and reduce auto commute traffic in other ways.

Closing the RSR Bridge Multi-use Path Monday through Thursday eliminates the only safe, direct route for non-motorized commuters and recreational travelers between the East Bay and Marin County for four out of five work days every week. Replacing the popular path with a westbound shoulder lane leaves people who walk or ride bicycles without a safe, direct path between the East Bay and Marin County for 80% of their work week — but it will not end westbound traffic congestion.

The revised RSR Bridge proposal calls for a limited commute-hour bike shuttle — but bike shuttles have never worked there before. The token service improvements in the July 9 proposal do not offer “maximum feasible public access” or give walkers and bicyclists equivalent access to the bridge crossing. Unlike the multi-use path, occasional bike shuttles do not fit every bike (especially recumbent trikes and larger cargo bikes like *baksfiets*) and are not a sustainable, always-available option for non-auto users.

Closing the RSR Bridge path or restricting path access will reduce “maximum feasible public access” to the bay, violating BCDC’s goals and policies to foster clean, green, and equitable transportation, particularly Transportation Policies (1, 4) and Public Access Policies (2, 5, 8). The revised proposal even removes 5.5 miles of existing Bay Trail public access — for the first time in Bay Trail history. This is not acceptable.

The latest MTC-CalTrans proposal is auto-centric and not supported by the data gathered during the 2019-2024 Pilot Project. The request for permits to reduce access to the RSR Bridge Path should be rejected:

- 1) **Traffic and safety data from the Pilot do not justify path closure.** The 2019-2024 Pilot Study showed no significant impact on traffic congestion, collision rates, or incident-related delays due to the bike-pedestrian path. [After Study for the Richmond-San Rafael Bridge, Phase I, Section 10.5 (2022), Appendix B];
- 2) **The multi-use path is widely used.** Since opening in 2019, thousands of bicyclists, pedestrians, and other path users have crossed the bridge for commuting and recreation — far more people than the bike shuttle carried before it was cancelled;
- 3) **Closing the path will directly increase pollution, reduce car-free commute options, and generate more greenhouse gas emissions;**
- 4) **Traffic congestion will persist.** Most westbound RSR Bridge congestion occurs at the toll plaza and at Marin County choke points (the Francis Drake Blvd, US 101, and I-580 merge points). Without significant improvements to Marin County’s access roadways, westbound traffic delays will continue — whether two or three bridge lanes are available.
- 5) **The Caltrans Bay Area Bike Plan recommends 24/7 non-auto (bicycle and pedestrian) access across the RSR Bridge.**
- 6) **The \$10 million for City of Richmond bike/walk infrastructure upgrades** included in the revised proposal **will be available regardless of what happens to the RSR Bridge path.** They should not be listed as “benefits” of closing the current multi-use path.

Proven sustainable solutions to the current RSR Bridge traffic congestion are available: the already-funded toll plaza enhancements, adding frequent and convenient express transit service, and building more affordable workforce housing close to jobs in Marin County.

**We urge the BCDC to reject any permits that limit or end full-time (24/7/365) access to the RSR Bridge Multi-Use Path.** The RSR Bridge path is a critical link for bicyclists, pedestrians, and users of wheelchairs, e-bikes, scooters, and other mobility devices. It provides sustainable, equitable transportation access 24/7/365 between Marin County, the East Bay, and BART for everyone.

Thank you for your time and consideration.

Respectfully submitted,

A handwritten signature in black ink that reads "Jeremiah Maller". The signature is written in a cursive, flowing style.

Jeremiah Maller, Chair

BART Bicycle Advisory Task Force

<https://www.bart.gov/about/bod/advisory/bicycle>

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Cc: BART Board of Directors

**APPROVED** at the regular August 4, 2025, meeting of the BART Bicycle Advisory Task Force by a unanimous roll call vote.