

Sent: Wednesday, February 27, 2019 5:29 PM
To: Sackett, Mary <MSackett@marincounty.org>
Subject: Feedback on RSR bridge proposals

Item 3 - Attachment 2: Additional
Comment Letters on RSR Bridge Project

Greetings,

I'm writing as a resident of Marin County (and a District 1 constituent) with feedback in regard to the proposed changes in lane allocation on the Richmond-San Rafael Bridge.

From Supervisor Connolly's excellent, comprehensive remarks in his "State of the County" address last month, it's my understanding that there has been resistance to opening up the westbound / upper-deck third lane of the bridge to motor vehicle traffic; i.e., in lieu of a pedestrian / bicycle lane. To those who object, I would pose two questions for public consideration:

First -- as with any proposal -- surely there must be some bounds to the utility of a bike line? If everyone who is presently driving were to choose instead ride to a bicycle, then the merit of a bike lane would be a foregone conclusion. On the other hand, there mustn't there be some minimum number of riders to justify it? If we build it and no one rides, then clearly it's not the best use of transportation resources. To that end...

Second: has anyone who is staunchly advocating for the ability to ride a bicycle over Richmond-San Rafael ever been out in the open on it? I once got a flat tire on my motorcycle just over the crest of the upper deck -- even on a reasonably nice day, it was a nerve-wracking experience of wind, vibration, and fast-moving traffic. For however many bicyclists would make the trip once, I highly doubt there would be many regular commuters.

If not, then the potential savings in CO2 to be had from getting bottlenecked traffic moving vastly outweighs any meaningful environmental benefit of a bike lane in this location. The eastbound experiment has, it seems to me, been a rousing success in reducing congestion.

I certainly understand the viewpoint of those who advocate for a bicycle lane and I'm sympathetic to their arguments. There are important considerations and I am by no means dismissive of them. However, I believe that compromise & practicality are key. As I've previously shared with Supervisor Connolly, those who are a vital part of the economy of our county must be able to travel to & from Marin. A mix of transportation solutions is key... but I urge us not to forego short term benefits of a westbound lane expansion.

In short, let's please not let the perfect be the enemy of the good -- especially in the short term. My thanks for your time and attention.

regards,
Greg Fox

724 Estancia Way, San Rafael, CA 94903
(510) 565-1470

Email Disclaimer: <https://www.marincounty.org/main/disclaimers>

-----Original Message-----

From: Ken Johnson [REDACTED]
Sent: Thursday, January 31, 2019 4:54 PM
To: Marin IJ - Dick Spotswood <spotswood@marincounty.org>
Cc: Connolly, Damon <DConnolly@marincounty.org>
Subject: today

Another good analysis re Ferry parking, also good editorial today on bikes and bridge, please pass it on to IJ Editorial Board, I do not have their email.

Damon deserves credit for standing up to the bike coalition, as do you.

Ken

Email Disclaimer: <https://www.marincounty.org/main/disclaimers>

From: Damon Connolly [REDACTED]
Sent: Thursday, January 31, 2019 11:42 AM
To: Connolly, Damon <DConnolly@marincounty.org>
Subject: Fwd: Change of Heart?

Item 3 - Attachment 2: Additional
Comment Letters on RSR Bridge Project

----- Forwarded message -----

From: <robtcasper@[REDACTED]>
Date: Thu, Jan 31, 2019 at 10:44 AM
Subject: Change of Heart?
To: <damon@[REDACTED]>, <dsteinhauser@tam.ca.gov>, <opinion@marinij.com>,
<brad@[REDACTED]>

The news worthy item is not whether the TAM should only use this bike lane experiment for 6 months but why the change of heart by supervisor Damon Connolly. Connolly ran on the position that his main and obviously only priority is stopping global warming and his career had shown that. But now for some reason the 82,000 Marin bound motorist stuck in traffic on the bridge is now "his concern". Well, Mr. Connolly lives in San Rafael and must know that 146,000 car commuters bound for Marin are stuck in traffic each day on 101. He has never done anything to help them.

But Connolly is disingenuous also. He wants to find out how many bikers and pedestrian will use the bike lane but never made any attempt to find out the few who use the present bike lanes. The bike lane over Puerto Suello Hill, according the city of San Rafael said only 17 bikes use that \$12,000,000 structure during commute hours. Did you know that before you wasted that money?

Then he must know that maybe 20 use the \$47,000,000 Cal Park Tunnel. But now Connolly is paying \$12,000,000 more to build another bike lane to the tunnel. Let me ask this, Mr. Connolly. What is the projected use of this new bike lane. What is the projected use of the Richmond Bridge bike lane. You certainly must done an investigation or research to get an approximate number. What is it? But then again maybe it's more personal. He was arrested for DUI while driving in my neighborhood and maybe he needs to appear like the man of the people to divert attention from his criminal dangerous act.

It would be best if he just resigned. He should be held to a high standard of conduct while a supervisor. he didn't adhere to that standard and in fact fell well below it.

Robert A. Casper, Sr
San Rafael, CA

Email Disclaimer: <https://www.marincounty.org/main/disclaimers>

From: jjmehrens [REDACTED]
Sent: Friday, February 01, 2019 10:33 AM
To: Connolly, Damon <DConnolly@marincounty.org>
Subject: Richmond San Rafael Bike Lane

Jason Mehrens would like information about:

Mr. Connolly,

I'd like to start by saying thank you for reading my email (if it's actually read by you personally). I'm writing to voice my support for the planned bike lane on the Richmond-SR Bridge. I drive across it everyday and I took my current job with the understanding that I would be able to bike to work in near future. The idea that you could in any way adequately assess the use of the bike lane in just 6 months is absurd. It could easily take 6-12 months for people to start adapting this mode of transport, let alone there is absolutely no logical way to determine seasonal trends in transport from only 6 months. To my knowledge every study made shows that opening extra lanes of traffic does not reduce traffic in the long term, only in short term. Furthermore, anyone who has actually driven to work across this bridge knows the problem westbound is that there is still only 2 lanes on the marin side and the ridiculously poorly designed merge onto Sir Francis Drake. A 3rd lane westbound would only push the bottleneck from one side of the bridge to the other and would not have the same impact as the eastbound lane did. When the bicycles were allowed to cross the golden gate bridge it took a while for it to catch on, and now hundreds, if not thousands, of people ride to work across it every day (I know, I used to be one and I saw first hand how many people use it). That's hundreds or thousands of fewer cars, not more.

Taking away the bike lane during either morning or evening commute hours will completely undermine the purpose of the lane to reduce congestion and reduce pollution. More cars does not in any way benefit the environment no matter how you choose describe it.

There is a solution that will help everyone!! Add a movable barrier to the bottom eastbound direction as well, and that way cars can have a 3rd lane westbound during the morning, and 3rd lane eastbound during the evening. Bikers and pedestrians will have access across the bridge at all times and won't interfere with commute access. The money can be found, it's small potatoes for the bay area and will make everyone happy!!

Sincerely,

Jason Mehrens

Email Disclaimer: <https://www.marincounty.org/main/disclaimers>

From: Joy Sassoon [REDACTED]
Sent: Thursday, January 31, 2019 9:48 AM
To: Connolly, Damon <DConnolly@marincounty.org>
Subject: Richmond bridge bike/walk section.

Item 3 - Attachment 2: Additional
Comment Letters on RSR Bridge Project

Hello,

I have looked over the latest "Bait and switch" that is being proposed. The years of hard work and planning to finally have a bike route over the bridge is almost ready to open. How dare you and your pals try to take this away! It's another political BS move to maneuver to other gains. The infrastructure cannot support additional cars. We need multi-modal

transport. We need bikes and trains! It's time to open up to a new paradigm.

I'm being direct, non-diplomatic here, because I'm a person who sees too much corruption and not enough "For the people" going on here.

Thank you.

--

Share Love and Shine Brightly for all to absorb this lovely light ~

~ Yoga with Joy ~

Email Disclaimer: <https://www.marincounty.org/main/disclaimers>

Email Disclaimer: <https://www.marincounty.org/main/disclaimers>

>
>
> -----Original Message-----

> From: Jonas Hackworth [mailto:johackworth@comcast.net]
> Sent: Thursday, January 31, 2019 9:17 AM
> To: Connolly, Damon <DConnolly@marincounty.org>
> Subject: Build the bike path.

>
> Mr. Connolly,
>

1

> Please stop obstructing the completion of the Richmond San Rafael Bridge bike path.

>
> Please start building the Marin side connections. I don't want to die when I start commuting by bike.

>
> Thanks,

>
> Bart Hackworth
>
>
>

> Email Disclaimer: <https://www.marincounty.org/main/disclaimers>

Email Disclaimer: <https://www.marincounty.org/main/disclaimers>

-----Original Message-----

From: Jonas Hackworth [REDACTED]

Sent: Thursday, January 31, 2019 11:08 AM

To: Connolly, Damon <DConnolly@marincounty.org>

Subject: Re: Build the bike path.

Item 3 - Attachment 2: Additional
Comment Letters on RSR Bridge Project

Mr. Connolly,

Thank you for responding to my email and informing me work on the Marin side connections will be complete in time.

I would also like to state my disapproval of the attempt to limit the bike/pedestrian path to 6 months from the agreed upon 4 year trail. Six months is wholly insufficient to allow for an accurate trial of the path.

Thanks again for your quick response.

Sincerely,

Bart Hackworth

-----Original Message-----

From: John Tysell [REDACTED]
Sent: Saturday, February 09, 2019 12:42 PM
To: Connolly, Damon <DConnolly@marincounty.org>
Cc: Marin IJ - Dick Spotswood <spotswood@comcast.net>
Subject: Richmond Bridge

The weight of the 5.5 mile movable barrier on the deck (thousands of tons?) is too dangerous for this aging (63 year old) structure and the plan should be abandoned.

John Tysell
Richmond

Sent from my iPhone
Email Disclaimer: <https://www.marincounty.org/main/disclaimers>

From: Damon Connolly <damon@[REDACTED]>

Sent: Wednesday, January 30, 2019 8:22 PM

To: Connolly, Damon <DConnolly@marincounty.org>

Subject: Constituent Inquiry

Richard Raggio

[REDACTED]
Mr. Connolly. I support your voting no on CASA. Please keep up the good fight against CASA. I'm sure locally the county can do what's right.

Also I support your stance for a bike path on the Richmond/San Rafael Bridge. Extra car lanes makes sense. I believe that a bike path on the bridge would be prohibitively expensive against the use the it would get.

As might remember I'm also very interested in fire prevention for Lucas Valley residents. I've been to Paradise recently and would be devastated if the county doesn't act quickly to address the fire bomb waiting to happen in Miller Creek. Any updates?

Email Disclaimer: <https://www.marincounty.org/main/disclaimers>

[REDACTED]

On Mon, Jan 28, 2019 at 12:37 PM David Schonbrunn <David@schonbrunn.org> wrote:

Damon,

Here's the input you welcomed:

I think the discussion of bikes on the bridge is completely wrongheaded: I think the problem with WB capacity is the arrangement of the toll plaza, and the number of lanes entering the bridge. I don't believe the number of lanes on the bridge is the capacity-controlling feature, thereby making the entire bike lane issue a red herring.

You may not remember this, but I-580 was built with HOV lanes in Marin and CCC. It was MTC that decided to take them out in the 90s. The problem is that, as traffic got a lot heavier, MTC never revisited the subject (which is a strong indicator that neither MTC nor Caltrans ever had any desire to encourage carpooling in these lanes). It should be obvious in looking at the morning backup at the toll booth that an HOV lane would provide a strong incentive to carpool (and reduce the overall traffic, to boot.)

Of course, he didn't do it. In my mind, it is irresponsible to design infrastructure responses to congestion without understanding the behavioral dimension of the problem. The latter survey topic is relevant to the Richmond Bridge, as the cash customers are the big drag on throughput. A big promotion of Fastrak in this corridor could make a difference.

I could go into more detail if you invite me in to talk.

--David

David Schonbrunn, President
Transportation Solutions Defense and Education Fund (TRANSDEF)
P.O. Box [REDACTED]
San Rafael, CA 94901-1439

[REDACTED] cell & office

David@schonbrunn.org
www.transdef.org
www.occupymtc.org
[@occupymtc](https://twitter.com/occupymtc)