The Case for Public Access on the Richmond-San Rafael Bridge

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The San Francisco Bay Trail is a planned 500-mile path around the entire SF Bay. 300 miles are complete, and 4.5 of the region’s 7 toll bridges currently provide bicycle and pedestrian access, or are under construction.
Public access between Marin and Contra Costa Counties on the bay ferry ended with the opening of the bridge.
Existing & Proposed Bay Trail in Marin & Contra Costa Counties
Caltrans PSR/PDR

Tables 3 & 4 show that opening the third lane on the upper deck to vehicles will increase throughput by 85 cars, or by 1.7%.
3rd Lane Won’t Solve Real or Perceived Congestion

“... the queuing problem that occurs behind the toll plaza due to this bottleneck during peak commute hours will require additional measures, e.g., increasing the capacity of the toll plaza, adding more ... toll booths, and/or adding dedicated carpool lanes”

--Caltrans PSR/PDR for Non-Motorized Access and Third Lane on the Richmond-San Rafael Bridge November 2007
Bridge Crossings in Decline

Richmond-San Rafael Bridge
Paid & Free Vehicles

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>12,800,000</td>
<td>13,000,000</td>
<td>13,200,000</td>
<td>13,400,000</td>
<td>13,600,000</td>
<td>13,800,000</td>
<td>14,000,000</td>
</tr>
</tbody>
</table>

Fiscal Year
Accidents Declined by 31% When Barrier in Place for Construction

<table>
<thead>
<tr>
<th>Year</th>
<th>Number</th>
<th>% diff from Previous Yr.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>96</td>
<td>n/a</td>
</tr>
<tr>
<td>2002</td>
<td>94</td>
<td>-2%</td>
</tr>
<tr>
<td>2003</td>
<td>112</td>
<td>19%</td>
</tr>
<tr>
<td>2004</td>
<td>77</td>
<td>-31%</td>
</tr>
<tr>
<td>2005</td>
<td>63</td>
<td>-18%</td>
</tr>
<tr>
<td>2006</td>
<td>58</td>
<td>-8%</td>
</tr>
</tbody>
</table>
Recommendations for Safety on the Richmond-San Rafael Bridge

- Install the demonstration project pathway on the upper deck
- Reduce the speed limit
- Increase enforcement of speed limit
- Conduct driver education and awareness
- Use radar to show drivers their speed
- Monitor speed and crashes--compare data before & after demonstration project
BICYCLE FACILITY USE
The Numbers: Bike Use Soars

• San Francisco: **43.3% increase** from August 2006 – August 2008 During Bike Plan Injunction

• Marin: **66% increase** from 1999 to 2007

• Oakland: **40% increase** in bicycles at Fruitvale BART Station

• Contra Costa County: **27% increase** over 7 years

• Bay Area: **40% increase** in Bike to Work Day participation from 2007 to 2008.

*all numbers approximate*
Bicycle/Pedestrian Access on Bay Area Bridges

Future SF/Oakland Bay Bridge Path

Carquinez “Zampa” Bridge Path

Golden Gate Bridge Path