

RESOLUTION NO. XX-22

RESOLUTION OF THE COUNCIL OF THE CITY OF RICHMOND, CALIFORNIA SUPPORTING ENVIRONMENTAL JUSTICE ISSUES PERTAINING TO RICHMOND SAN RAFAEL BRIDGE TRAFFIC CONGESTION

WHEREAS, when CalTrans opened a new third lane on the lower deck for drivers coming from Marin on the Richmond San Rafael Bridge, they also opened a new bike lane on the top deck as part of a 4-year pilot program; and,

WHEREAS, while a bike lane is a vital component of the Richmond San Rafael Bridge, it has come with unintended consequences; and,

WHEREAS, the bike lane eliminated the shoulder on the top deck, making it impossible for cars to move out of traffic if they break down for any reason. The result is traffic backing up on the freeway, particularly during the morning commute, into Richmond neighborhoods; and,

WHEREAS, the traffic congestion results in increased particle matter pollution into Richmond neighborhoods, particularly lower income neighborhoods that are already disproportionately impacted by air emissions; and,

WHEREAS, studies of air pollution in Richmond have shown that one of the primary sources of particulate matter emissions that affects residents' health, comes off the freeway. This traffic congestion has made it even worse for our communities; and

WHEREAS, the Richmond and Marin Coalition for Transportation Justice was formed, made up of neighborhood council leaders, community leaders, the NAACP, labor unions, service workers and commuters, in both Richmond and Marin, who are tired of dealing with the additional traffic congestion and resulting environmental pollution in Richmond's disproportionately impacted neighborhoods; and,

WHEREAS, solutions are needed to address environmental justice problems associated with the Richmond San Rafael Bridge; and,

WHEREAS, Richmond should get the same "deal" Marin residents received - Richmond should have three lanes, during the morning commute, going from Richmond to Marin, easing the backup on the freeway and into Richmond neighborhoods; and,

WHEREAS, we support bikes as an alternative to cars, but not at the expense of our community's health and well-being; and,

WHEREAS, CalTrans should provide a new bike lane on the bottom deck that can be used by commuters during the morning commute, particularly since the third lane on the lower deck is not needed for cars in the morning; and,

WHEREAS, CalTrans and the Metropolitan Transportation Commission (MTC) has plans to improve the bridge, including removing the toll booths, and improving access on both sides of the bridge; and,

WHEREAS, a new bike lane with a moveable barrier, on the lower deck, should be added to the plans; and,

WHEREAS, MTC is two years into the bike pilot program and on average, there are only 77 bikes a day and over 80,000 cars using the Richmond Bridge every day, with less than 18 bikers during the morning commute, which has the worst impact on Richmond neighborhoods due to traffic congestion from over 18,000 cars; and,

WHEREAS, air emission studies conducted by Ramboll through [Groundwork Richmond](#) shows clear impacts on Richmond neighborhoods around Interstate 580 with particular problems during the am peak; and,

WHEREAS, the am peak commute is primarily service workers, teachers, public employees, front line workers and other people who cannot afford to live in Marin but have to get to their Marin jobs at a certain time and have no other commute options; and,

WHEREAS, the am peak congestion is costing commuters valuable time with their families and adding to the stress of their day.

NOW, THEREFORE BE IT RESOLVED, that the Richmond City Council respectfully requests that the Bay Area Toll Authority (BATA) help find a solution to this environmental justice problem by doing the following:

1. Hold a public hearing of the Bay Area Toll Authority (BATA) on the 4 year Bike Path pilot program, with a particular focus on air quality issues associated with traffic congestion on the Bridge;
2. Add to the 4 year Bike Path pilot study an analysis of air quality emissions and associated health impacts as a result of increased traffic congestion on Interstate 580 and in Richmond neighborhoods; and
3. Pursue funding for additional bridge improvements, including but not limited to a second bike path on the lower deck with a moveable barrier, to alleviate traffic congestion on Interstate 580 and in Richmond neighborhoods.

I certify that the foregoing resolution was passed and adopted by the Council of the City of Richmond at a regular meeting thereof held October 25, 2022, by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

PAMELA CHRISTIAN

CLERK OF THE CITY OF RICHMOND

(SEAL)

Approved:

THOMAS K. BUTT

Mayor

Approved as to form:

DAVE ALESHIRE

City Attorney

State of California }

County of Contra Costa : ss.

City of Richmond }

I certify that the foregoing is a true copy of **Resolution No. XX-22**, finally passed and adopted by the City Council of the City of Richmond at a regular meeting held on October 25, 2022.