

Platform in Favor of Funding Shore to Shore Bicycle/ Pedestrian/ Maintenance Pathway on the San Francisco-Oakland Bay Bridge

We support the construction of a shore-to-shore bicycle / pedestrian / maintenance pathway on the San Francisco-Oakland Bay Bridge, and request that the California State Legislature and/ or the Metropolitan Transportation Commission include funding for this vital, and long overdue transportation link as part of any plan to raise the funds necessary for re-construction of the replacement East Span. A shore to shore pathway will support the Bay Area's desire to increase public health through physical activity and decreased air pollution, decrease traffic congestion, and expand sustainable modes of transportation and recreation.

Signatories (as of September 2005)

- City and County of San Francisco
- American Lung Associations of San Francisco and San Mateo Counties
- SPUR (San Francisco Planning and Urban Research Assn.) Transportation Committee
- Transportation and Land Use Coalition
- San Francisco Bicycle Advisory Committee
- Peninsula Bicycle and Pedestrian Coalition
- Urban Ecology
- Rainforest Action Network
- San Francisco Bicycle Coalition
- East Bay Bicycle Coalition
- Bay Area Bicycle Coalition
- Walk San Francisco
- Marin County Bicycle Coalition
- Silicon Valley Bicycle Coalition
- Sierra Club
- Sonoma County Bicycle Coalition
- Transportation for a Livable City
- San Francisco Green Party
- Electric Bike Network
- American Cyclery
- ABC Locksmith
- Rails-to-Trails Conservancy California
- Pacific Bicycle Inc.
- Big Swingin' Cycles
- Ocean Cyclery
- Fresh Air Bicycles
- Blazing Saddles
- Avenue Cyclery

1 [Shore-to-Shore Bicycle-Pedestrian-Maintenance Pathway]

2 **Resolution urging the California State Legislature and Metropolitan Transportation**
3 **Commission to include funding for the West Span Bicycle-Pedestrian-Maintenance**
4 **Pathway as part of any revenue plan, including a toll increase, intended to pay for the**
5 **cost overruns related to the East Span replacement project.**

6
7 WHEREAS, The San Francisco-Oakland Bay Bridge is a crucial transportation link that
8 is a recognized part of the 400-mile San Francisco Bay Trail, initially sanctioned in 1988 when
9 Senator Bill Lockyer's SB 100 was signed into law; and

10 WHEREAS, An extensive public planning process for the East Span replacement
11 structure resulted in the inclusion of a 15.5 foot wide pathway from West Oakland to Yerba
12 Buena Island as part of the new bridge; and

13 WHEREAS, Caltrans has provided guarantees that regardless of which East Span
14 design is selected, that it will include a pathway for pedestrians, cyclists, and Caltrans
15 maintenance vehicles; and

16
17 WHEREAS, In May of 2001, Caltrans released a major \$2 million feasibility study
18 examining the addition of a cantilever pathway or pathways to the West Span to complete
19 non-motorized access across the Bay, and this study found that such a pathway is feasible
20 and would have multiple benefits for Bay Area travelers; and

21 WHEREAS, A shore to shore pathway on the Bay Bridge would complete a gap in the
22 San Francisco Bay Trail, provide world class views of downtown San Francisco from the
23 upper deck, be an attraction that would draw significant additional tourist traffic to the City,
24 and enhance the Embarcadero Promenade; and

25
Supervisors Ammiano, *Daly, Mickanini, Alioto-Pier, Duffy*
BOARD OF SUPERVISORS

1 WHEREAS the pathway would benefit motorists by providing an emergency refuge in
2 case of breakdown, and allow Caltrans crews to use the pathway for many maintenance
3 activities, eliminating the need to close lanes on the Bay Bridge, reducing congestion and the
4 number of collisions, and

5
6 WHEREAS, A pathway on the Bay Bridge would provide an alternate access route in
7 case of natural or manmade disaster that affected the Bay Bridge or the Transbay Tube; and

8 WHEREAS, An ambitious redevelopment plan for Treasure Island is in the works,
9 proposing 2800 units of new housing including at least 300 affordable units, and these new
10 residents will be relatively isolated from San Francisco and the East Bay if a pathway is not
11 provided; and

12
13 WHEREAS, The pathway would be used by potentially millions of cyclists every year,
14 traveling between Oakland and San Francisco, and is the most cost effective means to
15 increase capacity on this heavily congested corridor; and

16 WHEREAS, The Governor of California in 1998 signed AB2038 (Migden) to allow for a
17 bicycle/pedestrian path to be built on the western span of the Bay Bridge using the locally
18 generated toll-bridge surcharge money; be it therefore

19
20 RESOLVED, That the San Francisco Board of Supervisors urges the California State
21 Legislature and Metropolitan Transportation Commission to include funding for the West Span
22 Bicycle-Pedestrian-Maintenance Pathway as part of any revenue plan, including a toll
23 increase, intended to pay for the cost overruns related to the East Span replacement project.
24
25



City and County of San Francisco

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Tails

Resolution

File Number: 050466

Date Passed:

Resolution urging the California State Legislature and Metropolitan Transportation Commission to include funding for the West Span Bicycle-Pedestrian-Maintenance Pathway as part of any revenue plan, including a toll increase, intended to pay for the cost overruns related to the East Span replacement project.

March 22, 2005 Board of Supervisors — ADOPTED

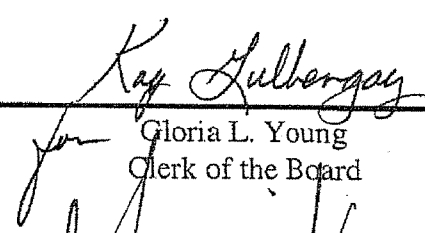
Ayes: 11 - Alioto-Pier, Ammiano, Daly, Dufty, Elsbernd, Ma, Maxwell, McGoldrick, Mirkarimi, Peskin, Sandoval

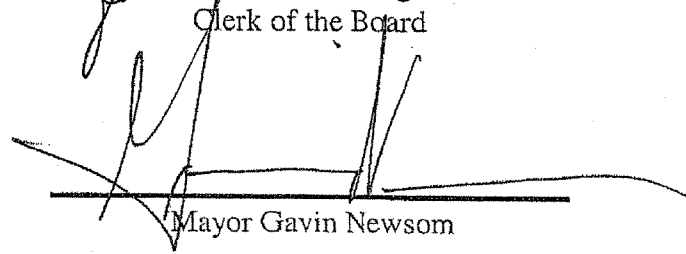
File No. 050466

I hereby certify that the foregoing Resolution was ADOPTED on March 22, 2005 by the Board of Supervisors of the City and County of San Francisco.

APR 01 2005

Date Approved


Gloria L. Young
Clerk of the Board

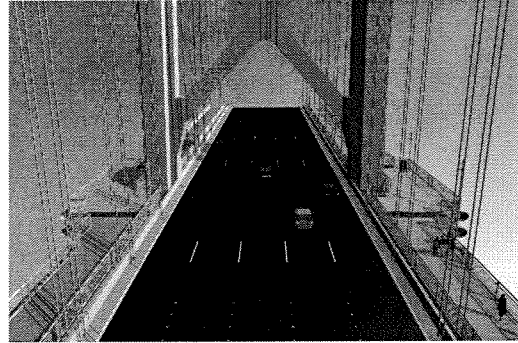

Mayor Gavin Newsom



Bay Area Bicycle Coalition

San Francisco-Oakland Bay Bridge West Span Pathway – Bridge the Gap!

Contact: Andy Thornley, Bay Area Bicycle Coalition, andy@sfbike.org, 415-431-BIKE ext. 307
Web Page: <http://sfbike.org/baybridge>



When the Bay Bridge opened to traffic in 1936, it was a glorious engineering achievement. Unfortunately it was built with a major design flaw – no accommodation was made for bicycle and pedestrian traffic, in contrast to the popular twin pathways of the Golden Gate Bridge. Between 1936 and 1959, autos were limited to 6 lanes on the upper deck, with intercity and regional rail sharing the lower deck with truck traffic. Between 1959 and 1963, General Motors, other auto industry companies and local traffic engineers succeeded in eliminating the rails and opening up ten lanes to general automobile traffic, in line with a coordinated destruction of urban rail systems all around the Country.

Lately, the Bay Bridge has been making front-page news, as reports emerge of the massive cost overrun for the replacement East Span of the Bay Bridge, now estimated to cost a total of \$5 billion, or \$3.7 billion over initial Caltrans estimates. Bridge tolls have been raised to help cover the shortfall, but still the Governor and Southern Californian legislators are resistant to assisting the Bay Area to cover the difference. It appears that this has become a regional problem that will require a regional solution.

During the planning process for this unprecedented engineering project, a strong alliance of cycling, pedestrian, and environmental groups successfully lobbied for inclusion of a multi-use pathway that would also serve for emergency and maintenance access to the East Span. This pathway, however, will only extend from Oakland to Yerba Buena Island, not all the way to San Francisco.

Responding to public pressure to achieve shore-to-shore bicycle and pedestrian access, Caltrans and the Metropolitan Transportation Commission in 1999 hired a team led by the engineering firm CH2MHill to prepare a \$2 million feasibility study to look at adding a cantilever structure to the existing West Span. The study, released in May 2001, concludes that adding such a structure is feasible, and would provide many benefits to Caltrans and to the traveling public at large. The cost estimate for the lower cost, lightweight option, is estimated at \$160 million. There is currently no funding set aside for this project. This problem needs a remedy.

Bicycle/ Pedestrian access is not an amenity- it is an essential transportation facility and should be included as part of the current Bay Bridge projects. A cantilever bike / pedestrian / maintenance pathway on the West Span would:

- **Benefit the Traveling Public by:**
 - Providing bike/pedestrian access between the East Bay and SF (and between the two shores and Treasure Island)
 - Cutting gridlock during peak hours by providing for a transportation alternative on the Bay Bridge (*the only measure that would be made to increase capacity on the existing structure*)
 - Relieving bicycle and passenger loads on BART and AC Transit
 - Reducing worker injuries and fatalities, and property damage (many collisions take place within construction zones) by allowing maintenance to be based on the pathway, eliminating the need for many lane closures
 - Reducing delays caused by lane closures for maintenance
 - Capitalizing on an investment already made to provide bike/ pedestrian access between Oakland and Yerba Buena Island

- **Provide financial benefits to the region:**
 - Reducing maintenance costs through more efficient labor utilization (\$263,000 each year according to the CH2Mhill report)
 - Reducing congestion – keeps a lane open during work / emergencies
 - Reducing liability for injured Caltrans workers

- **Benefit emergency response efforts by:**
 - Providing a vital, alternative access route if BART is shut down due to natural disaster, terrorism, mechanical failure, or strike
 - Providing access for small emergency vehicles (Cushman-type)
 - Providing a safety refuge for motorists who break down

- **Benefit the Tourism Industry by:**
 - Providing unparalleled views of the San Francisco skyline and the Bay to pedestrians and cyclists
 - Completing a longstanding gap in the regional Bay Trail
 - Enhancing the Embarcadero Promenade

- **Enhance the redevelopment of the Embarcadero Promenade by:**
 - Providing an elevator to the deck of the Bay Bridge, and thus a new and unique tourist destination
 - Generating new activity around the San Francisco footings of the Bay Bridge, currently a rather barren area.

- **Benefit residents of and visitors to Treasure Island by:**
 - Providing non-motorized access directly to the island, especially important as lifeline transport for the many low-income residents planned to inhabit affordable housing
 - Increase visits to Treasure Island by linking to the regional Bay Trail