



Office of the Mayor

CONSENT CALENDAR

January 19, 2010

To: Members of the City Council

From: Mayor Tom Bates
Councilmember Laurie Capitelli
Councilmember Linda Maio
Councilmember Gordon Wozniak

Subject: Shore-to-Shore Bicycle-Pedestrian-Maintenance Pathway on the San Francisco-Oakland Bay Bridge

RECOMMENDATION:

Adopt a Resolution in support of a Shore-to-Shore Bicycle-Pedestrian-Maintenance Pathway on the San Francisco-Oakland Bay Bridge and urge the Bay Area Toll Authority to include funding for the West Span Bicycle-Pedestrian-Maintenance Pathway as part of the proposed toll increase that applies to the San Francisco-Oakland Bay Bridge.

BACKGROUND:

The San Francisco-Oakland Bay Bridge is a crucial transportation link that is a recognized part of the 500-mile San Francisco Bay Trail, initially sanctioned in 1987 when Senator Bill Lockyer's SB 100 was signed into law. An extensive public planning process for the East Span replacement structure resulted in the inclusion of a 15.5 foot wide "world-class" pathway from West Oakland to Yerba Buena Island as part of the new bridge.

Currently Caltrans is preparing to complete a pathway from Oakland and Emeryville to the Gateway Park planned for the East Span touchdown and has already completed the skyway portion of the East Span pathway for pedestrians, bicyclists, and Caltrans maintenance vehicles.

In May of 2001, Caltrans released a major \$2 million feasibility study that found the addition of cantilever pathways on both sides of the West Span to complete non-motorized access across the Bay is feasible and would have multiple benefits for Bay Area travelers and would complete a gap in the San Francisco Bay Trail. In April 2009, the Bay Area Toll Authority allocated \$1.3 million to TYLin International for the

preparation of a project study report for the West Span Bicycle-Pedestrian-Maintenance Pathway Project.

A shore to shore pathway on the Bay Bridge would complete a gap in the San Francisco Bay Trail, offering bicyclists a direct commute option during hours when BART restricts bicycle access, provide incomparable views of downtown San Francisco from the upper deck, be an attraction that would draw significant additional tourist traffic to the City, and enhance the Embarcadero Promenade.

The pathway would be used by potentially millions of bicyclists every year, traveling between Oakland and San Francisco—a shorter distance than represented by the Marin to San Francisco downtown via the popular Golden Gate Bridge pathway--and is the most cost-effective means to increase capacity and reduce greenhouse gas emissions on this heavily congested corridor.

The pathway would benefit motorists by providing an emergency refuge in case of breakdown, emergency vehicle access, and allow Caltrans crews to use the pathway for many maintenance activities, eliminating the need to close lanes on the Bay Bridge, reducing congestion and the number of collisions and would provide an alternate access route in case of natural or manmade disaster that affected the Transbay Tube.

In 1998 the Governor of California signed AB2038 (Migden) to allow for a bicycle/pedestrian path to be built on the western span of the Bay Bridge using the locally generated toll-bridge surcharge money.

FINANCIAL IMPLICATIONS:

None

CONTACT PERSONS:

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RESOLUTION

SUPPORT OF A SHORE-TO-SHORE BICYCLE-PEDESTRIAN-MAINTENANCE PATHWAY ON THE SAN FRANCISCO-OAKLAND BAY BRIDGE

WHEREAS, the Bay Area Toll Authority is considering a toll increase on the seven state-owned Bay Area toll bridges; and

WHEREAS, the San Francisco-Oakland Bay Bridge is a crucial transportation link that is a recognized part of the 500-mile San Francisco Bay Trail, initially sanctioned in 1987 when Senator Bill Lockyer's SB 100 was signed into law; and

WHEREAS, an extensive public planning process for the East Span replacement structure resulted in the inclusion of a 15.5 foot wide "world-class" pathway from West Oakland to Yerba Buena Island as part of the new bridge; and

WHEREAS, Caltrans is preparing to complete a pathway from Oakland and Emeryville to the Gateway Park planned for the East Span touchdown; and

WHEREAS, Caltrans has already completed the skyway portion of the East Span pathway for pedestrians, bicyclists, and Caltrans maintenance vehicles; and

WHEREAS, in May of 2001, Caltrans released a major \$2 million feasibility study that found the addition of cantilever pathways on both sides of the West Span to complete non-motorized access across the Bay is feasible and would have multiple benefits for Bay Area travelers; and

WHEREAS, in April 2009, the Bay Area Toll Authority allocated \$1.3 million to TYLin International for the preparation of a project study report for the West Span Bicycle-Pedestrian-Maintenance Pathway Project; and

WHEREAS, a shore to shore pathway on the Bay Bridge would complete a gap in the San Francisco Bay Trail, offer bicyclists a direct commute option during hours when BART restricts bicycle access, provide incomparable views of downtown San Francisco from the upper deck, be an attraction that would draw significant additional tourist traffic to the City, and enhance the Embarcadero Promenade; and

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

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

WHEREAS, in 2006 Caltrans awarded \$98,000 to begin transportation planning for a new San Francisco community on Treasure Island. The plan being developed envisions a vibrant walkable/bikable San Francisco neighborhood of up to 6000 residential units located only 3-miles from downtown. These new residents will be relatively isolated from San Francisco if a pathway is not provided; and

WHEREAS, the pathway would be used by potentially millions of bicyclists every year, traveling between Oakland and San Francisco—a shorter distance than represented by the Marin to San Francisco downtown via the popular Golden Gate Bridge pathway--and is the most cost-effective means to increase capacity and reduce greenhouse gas emissions on this heavily congested corridor; and

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

WHEREAS, the Bay Area Toll Authority's congestion pricing toll option would offer non-peak tolls to motorists at a lower level than on the other six toll bridges, we suggest that a minimum \$5 toll apply to all bridges, while also maintaining the \$2 congestion pricing differential with a \$7 peak-hour toll on the SFOBB.

NOW THEREFORE, BE IT RESOLVED that the City of Berkeley urges the Bay Area Toll Authority to include funding for the West Span Bicycle-Pedestrian-Maintenance Pathway as part of the proposed toll increase that applies to the San Francisco-Oakland Bay Bridge.