

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

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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

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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

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

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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

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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

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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.